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UNIT I



# Industrial Safety Summaries

SEPTEMBER 15, 1944

U.S. DEPARTMENT OF LABOR  
DIVISION OF LABOR STANDARDS



September 15, 1944

### ACCIDENT RATE DOWN IN FIRST FIVE MONTHS

The frequency rate for manufacturing establishments during the first 5 months of 1944 was 5.9 percent under the rate for the corresponding period of 1943, according to figures released by the Bureau of Labor Statistics of the United States Department of Labor. The Bureau's figures are based upon a monthly survey of some 12,000 manufacturing establishments in 78 different industrial classifications.

### 40 PERCENT ACCIDENT REDUCTION DRIVE OFF TO GOOD START

The current drive for a 40 percent reduction in work accidents during the 12-month period July 1944 through June 1945 from the total of 1943 is off to a good start, according to early reports.

The drive, which is being sponsored by the United States Department of Labor, with the endorsement of the President, has received the official seal of approval of Governors in a number of States.

A series of transcribed radio programs produced by the Department in conjunction with the drive is being very well received in practically every section of the country. By the end of July the series had been carried by 50 radio stations throughout the country, with some 40 or 50 more lined up for the series in August. In many localities the programs are broadcast by public address systems in industrial establishments where they reach the workers during lunch or at shift changes. In several larger cities the time for the programs is being made available through the services of "cooperators," who purchase the time and donate it as a public service.

In New England, the Regional Representative of the Department of Labor's National Committee for the Conservation of Manpower in War Industries has inaugurated a formal drive covering plants whose combined employment exceeds 600,000.

The certificate of merit to be awarded by the Secretary of Labor to plants which succeed in reducing their own accident frequency rate by 40 percent during the drive is eliciting a number of inquiries from plants. Both the drive and the qualifications for a certificate are set forth in a three-page folder, "Something to Shoot At," now available through the Division of Labor Standards.

### PROGRESS REPORTED IN MEAT PACKING SAFETY CAMPAIGN

Reports from a number of States indicate considerable success in the 3-month drive on work accidents in the slaughtering and meat packing field. While it is still too early to judge the effectiveness of the drive in bringing accidents under control, workers in the various agencies cooperating in the campaign have called on a total of some 500 plants during the first 7 weeks. In several of the States the bulk of the plant contact work is being carried by the State labor department, while in others the field force of the National Committee is carrying the load. In all States the various cooperating groups - insurance, safety councils, and standards agencies - are cooperating.

Trade publications have given considerable space to the news of the drive and to accomplishments of individual plants, as well as to several specific articles on safety within the industry. Good general publicity has been given the drive in both regular and labor press, and the trade associations and labor organizations have issued several news letters devoted exclusively to the drive.

### DRIVE PLANNED FOR PAPER AND PULP INDUSTRY

During the last 3 months of the year the concerted services of the safety groups now working in the slaughtering and meat packing drive will be shifted to the field of paper and pulp. Preliminary plans have already been developed for this new project at a meeting held in Washington on August 15, at which all the safety groups were represented, together with representatives of the industry trade group and labor unions.

### FIRST-AID TRAINING PROVES POTENT SAFETY HELP

In conjunction with the current slaughtering and meat packing drive the American Red Cross has been sponsoring the development of first-aid courses in slaughtering and packing establishments. Reports indicate that these courses are proving most helpful in bringing to the workers a greater degree of safety consciousness. This ties in with the experience of a number of individual organizations which have found that increased safety consciousness usually follows first-aid training.



### AID TO PLANT ILLUMINATION

Better plant illumination can be aided by floors with higher reflectivity. A 15 percent increase in the reflectivity of concrete can be attained by the addition of 30 percent lime to the cement mixture, according to a report in the February 1944 issue of Mining and Metallurgy.

### UNIONS URGE COOPERATION WITH INDUSTRY DRIVES

Both the Amalgamated Meat Cutters and Butcher Workmen of North America and the United Packinghouse Workers of America have endorsed the current drive for safety in the slaughtering and meat packing industry. Earl E. Jimison, Amalgamated Meat Cutters' president, has written to all locals urging their cooperation. President Lewis Clark of the UPWA made a direct appeal to both locals and their members through the union press.

John P. Burke, president-secretary of the International Brotherhood of Pulp, Sulphite and Paper Mill Workers, has sent out a special letter to all local unions, outlining the accident problem in the paper and pulp industry and urging cooperation of the locals with plant management in participation in the Department of Labor's planned safety campaign.

### NEW YORK REVAMPS INSPECTION SYSTEM

Safety consultant service is being stressed in the New York State Labor Department under a reorganization which supplants the old Division of Factory Inspection with a new Division of Industrial Safety. The inspection duties of the old division will be continued under the new set-up, but will be supplemented by the addition of a Bureau of Safety Engineering under the direction of Herbert L. Reid, Senior Industrial Safety Engineer (chmn.). The members of the bureau will be trained as experts in safety engineering.

Commenting on the change, Industrial Commissioner Edward Corsi stated that the aim of the Department is to get away from the idea of inspectors serving as mere policemen. Mr. Corsi indicated that under the new system the Department will concentrate particularly on the smaller establishments where accidents are most frequent, placing at the disposal of these plants the type of service which larger plants obtain through the employment of full-time safety engineers.

### SAFETY MEETINGS

The Ohio State Safety Conference is to hold its Sixth Annual meeting at Hotel Statler, Cleveland, Ohio, on September 19, 20, and 21.

The Thirty-third National Safety Congress and Exposition will be held in Chicago at the Sherman, Morrison, and LaSalle Hotels on October 3, 4, and 5.

### SAFETY CONTROL OF ALL OPERATIONS ESSENTIAL

Serious consequences can result from the application of seemingly logical remedies by uninformed personnel. A case in point occurred when a welder leaderman attempted to remedy a shortage of oxygen and an excess of fumes resulting from welding operations in a tank by the simple expedient of introducing more oxygen. The welder was severely burned when an arc, caused by the dropping of an electrode holder, ignited the oxygen.

The leaderman was following what to him seemed to be the best solution. To guard against such unwise exercise of untrained judgment, the safety man should not only attempt to discover and set up methods of control for all potential hazards, but, also keep in constant touch with new developments in the plant. Proper cooperation established between the safety man and production supervisors will minimize this type of accident.

The correct action would have been to provide forced ventilation sufficient to remove all fumes from the welding operations. Also persons working in tanks could be protected by the use of air respiratory equipment. Of course, whenever there is the possibility of combustible or harmful vapors in a tank where work is to take place, it should be thoroughly cleaned by the use of steam or similar effective means.

### HOT WEATHER WELDING HAZARD

Under ordinary conditions the heavy clothing worn by electric welders offers protection, not only against sparks but against electric shock in the changing of welding rods when workers contact the non-insulated rod holders. Perspiration-soaked clothing and gloves nullified this protection recently at a Michigan plant when three workers died of electrocution. Two of these were not in the best of physical condition, but the third was a man of 28 with no known impairment.

The equipment used was the standard AC welding unit - the clamp a regulation "C" type with bolted contact, the rod holder regulation non-insulated. Normal precautions had been taken to safeguard the welders, but in the extreme heat



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of 90° and over these were not sufficient. When a change of rods was required the perspiration-soaked clothing offered little or no resistance and the current was passed through the body to the grounded surface with which the welder was in contact.

Workers can be protected against hazards of this nature, as they are now being in this plant, by the use of rubber mats to insulate them from the ground and of fully insulated rod holders.

#### PAINT FUMES CAUSE WELDING EXPLOSION

Welding in a recently painted tank resulted in serious injury to the worker and less serious injury to four other workers in the vicinity of the tank.

The Ohio Industrial Commission in reporting the occurrence, noted that this was the fifth explosion resulting from paint fumes within the past few months.

No welding operations should be undertaken in a recently painted tank until the paint is completely dry and until all possible fumes have been removed by the same steam or similarly effective methods used to remove other noxious or explosive fumes.

#### FIRE AND INJURY RESULT FROM BAD HOUSEKEEPING

A pile of shavings and trash was set afire by sparks from an unexhausted grinding machine. The operator attempted to get a fire extinguisher, found the way blocked by stored material, and in climbing up to reach the extinguisher fell and fractured his knee. Other employees put out the fire, which caused no serious damage.

Both fire and fracture were due directly to poor housekeeping. If possible an exhaust should have been installed on the grinding machine before it was put into operation, but in any case the pile of rubbish should not have been permitted to accumulate. Fire extinguishers can be of little value if they are inaccessible, and in this case blocked access to the extinguisher led directly to an injury.



### NEW STANDARD TO PROVIDE PROTECTION IN X-RAY USE

One of the results of the expansion of industry under war pressure is the development of new methods in production, assembly, and inspection. To meet the requirements that have grown up with war needs, X-ray is being widely used. Recently, news reports have stated that the use of X-ray in industry has increased 2,000 percent in the last 2 years.

Since the greater number of workers are necessarily new and inexperienced and often without benefit of sufficient instruction, the use of this equipment may bring about many serious disabilities. Some of the effects of excessive exposure to X-rays may not be seen at once. It takes years, for example, for symptoms of skin cancer, anaemia, sterilization, or even cataract resulting from such exposure to appear.

Because of the increasing need for protection of workers, the American Standards Association has initiated a war project at the request of the U. S. Department of Labor, Division of Labor Standards, looking to the development of an American War Standard, Protection in the Use of X-Ray Equipment (Z54),

Recognizing the need for protecting peacetime workers as well as wartime workers, the Division of Labor Standards suggested that a peacetime project operating under the regular procedure of ASA should also be initiated. The suggestion was also made that the National Bureau of Standards should sponsor the peacetime program. These suggestions are now before the ASA and will be acted upon in the early fall.

The National Bureau of Standards has published a handbook on X-Ray Protection HB-20 for use in the medical field. This will serve as a source of information for the new committee.-Industrial Standardization.

### ABRASIVE WHEELS

The International Labour Office has recently published a book entitled "The Safe Installation and Use of Abrasive Wheels," which offers a very complete treatment of the subject.

Included in Part I are sections on: The Composition and Manufacture of Abrasive Wheels; Accidents and Injuries Caused by Abrasive Wheels; Safety Precautions against Accidents Caused

by Bursting Wheels; and Prevention of Dust Inhalation. Also there are appendixes on Analytical and Experimental Study of the Conditions of Resistance of Abrasive Wheels, and the Stresses in Rotating Disks.

Part II of the book is devoted to safety regulations of Germany, Great Britain, and the United States.

This volume may be obtained from the International Labour Office, 734 Jackson Place, N.W., Washington, D. C., for \$1.00.

#### LINEMEN'S PROTECTIVE EQUIPMENT

The first meeting of the ASA War Committee for the Consideration of Linemen's Protective Equipment was held on July 6. Rubber gloves, leather protective gloves, rubber sleeves, hoods, and blankets were included in the investigation. The standard Specifications for Electrical Gloves (ASTM D120-40; ASA C59.12-1942) were studied carefully, and, after a complete review of the situation and taking into consideration the shortage of rubber and present manufacturing facilities, it was agreed there should be no relaxing of the performance requirements for linemen's rubber gloves.

Subcommittees were appointed for investigation of the situation in regard to leather gloves, rubber sleeves, hoods, and blankets. The committee for investigation of linemen's protective equipment was authorized at the request of the War Production Board.

## "HERE IS YOUR QUOTA"

### A Description of Region One's Organization for the 40 Percent Reduction Campaign

By Lewis E. MacBrayne  
NCCMPWI Regional Representative

When the Secretary of Labor asked our National Committee for the Conservation of Manpower in War Industries to work for the reduction of a million industrial accidents in 1944, our staff in Region One went into session to work out a plan that would sell itself to the conservative New England industrial mind.

To discuss the over-all menace of accidents as applying to Nation-wide war production is like preaching against sin. As a New England President once said, everybody is in favor of curtailing it, but nobody wants to do much about it locally.

So we selected the four hundred largest war industries in our area, employing approximately 600,000 workers, asked them to figure out the number of their lost-time accidents in 1943, "and to voluntarily agree to give the Government, if possible to do so, a 40 percent reduction in lost-time accidents before the end of 1944, in order to conserve manpower for invasion production."

We put considerable thought into the preparation of the advance material. It called for a terse statement of the problem in its relation to the manpower shortage: "The quota for landing craft has increased 175 percent over last year, and we hold a third of the contracts in New England; aircraft for the invasion is up 65 percent; there is a labor shortage in the face of this required production." It called for an enrollment form: "This information will be considered confidential, and the name of the company used only when an exceptional reduction is made in the accident record." It would require, at the end of the first 6 months, a reporting blank, with an addressed envelope, to be sent to our regional office.

The accompanying letter for this announcement was signed by our State chairmen -- in one instance by a State commissioner of labor. The clerical work was done by our own regional staff. This job was so well done that the enrollments not only rolled in with every mail delivery, but on August 20 companies employing a total of 622,189 workers had reported to us, and their net reduction in lost-time accidents for the first half of the



year was 2,287. The accident quota had been accepted, and the reduction was already under way.

It has been my theory for several months that the total number of industrial accidents reported in the United States might not reflect the true picture in our war production plants. Were we to divide all of our industries and occupations into two groups, we would expect to find the non-essential plants, most of them small in size though large in total employment, drained of their skilled help and largely unsupervised. In the second group, on the other hand, we would find, in spite of the great labor expansion to meet the "round the clock" production for the war, the closest engineering supervision offered by Federal, State and war agencies.

I have been able to check this by obtaining the 6-month reports on "run of the mill" industries employing 254,540 workers, and reporting 4,051 lost-time accidents. Their reduction for the period was only 45 accidents as against our 2,287. The accuracy of these figures must of course be checked against the employment figures. Were they the same in the corresponding 6-month periods of 1943 and 1944?

Last year the assorted plants -- not all on war production -- employed 279,721 workers. This is a difference of 25,181, and automatically should have given a better reduction than 45 lost-time accidents. The war plants, on the other hand, have 15,151 fewer workers than a year ago. This would not account for the large net reduction of 2,287.

It is not to be assumed that all of these plants reporting to us show a downward trend of accidents. There is a group still in the red, and it is this information that has enabled our staff to concentrate its efforts where most needed. Five shipyards, for example, report an increase of 477 accidents; 12 plants classified as machinery and armament, have had 153 more than a year ago; 7 textile plants report an increase of 68; radar and electronics, in 6 plants, are 131 to the bad. As an off-set, the present employment in these groups, especially the shipyards, is much greater than it was a year ago, so that a normal increase would be expected.

One of our highly industrialized New England States is Connecticut, with an enormous production of essential war material. While 20 of these plants report an increase of 217 lost-time accidents, 45 others record a reduction of 915.



As a result of the contest, which will issue its second bulletin of progress at the end of the 9-month period, several large plants are now conducting intensive safety drives. They hope to win the Certificate of Achievement that has been offered by the U. S. Department of Labor. One of them already shows a reduction of 42 percent.

#### ACCIDENT HELPS AGENT SELL HARD HATS

Special Agent Carl M. Marietta of Michigan had succeeded in selling a plant management on trying out hard hats on a steam hammer crew, but it took an accident to convince management of their real value. Shortly after the men had donned the safety headgear, a piece of flashing approximately 5x3x $\frac{1}{4}$  inches was split from a forging by the hammer. The red hot flashing passed through a 16 gauge metal heat shield and struck the helmet of one of the workmen, just above the rim. The hard hat broke the impact of the blow and confined the injury to a slight laceration of the forehead. In the opinion of the physician who treated the wound, and pronounced the man fit for immediate return to work, the hard hat had prevented a fatality.

#### REGIONAL REPRESENTATIVE HONORED

R. E. Donovan, National Committee Representative in Region VIII, was given much of the credit for 1943's greatest accident frequency reduction in shipbuilding ... a reduction which earned for California Shipbuilding Corporation the National Safety Council award. Donovan's services in the corporation's record were credited by Mr. Larry Miller, the company's chief safety engineer, in his acceptance speech.

#### AGENT TRAINS HIGH SCHOOL SENIORS IN SAFETY

The heads of both the public and parochial schools in North Arlington, New Jersey, have praised the work of Special Agent G. W. Yemm in providing safety training to high school seniors. Mr. Yemm gave a brief course in safety during the last 2 months of the school year to students who were taking up industrial work after graduation. Such training should be

valuable for giving the student an insight into the need for safety and making him more receptive to specific safe practices on the job.

#### INTENSIVE SERVICE RESULTS IN GREATER SAFETY ACTIVITY

Special Agent David Frank of Pennsylvania made nine safety service calls on the Welding Engineers of King Manor during June. Consultations and recommendations to the vice president, personnel director, safety engineer and general superintendent led to the company's supplying goggles to all employees, welders and chippers being segregated, and the setting up of a safety training program. Top management has written to all employees asking their cooperation, and has emphasized to supervisors the importance of continuing safety activity. As a result of Agent Frank's work, the frequency rate for June was measurably lower than that for May.

#### REGION VIII AGENTS UNDERGO SPECIAL TRAINING FOR INDUSTRY DRIVE

Special Agents in Region VIII are receiving training in the safety problems peculiar to the slaughtering and meat packing industry for the purpose of better qualifying them to render service during the 3-month drive. The regional office is making arrangements with some of the more modern and safer packing houses for one-day tours by groups of agents under the supervision of the plant safety man or the insurance inspector. In the course of the tours special hazards and safeguards are explained by industrial supervisors and workers. This approach has given the agents an opportunity to get the views of management and workers on their operations, as well as to learn something of a business which is new to most of them. The plan sometimes works to the advantage of plant management, as in one plant where comments on the inadequacy of the first-aid treatment resulted in the introduction of an improved system.

#### NEW STATE CHAIRMAN IN UTAH

Roy Birchard, safety engineer for the Park Utah Consolidated Mines, with headquarters in Salt Lake City, has been appointed chairman of the Utah Committee. With a background of 20 years' safety experience, Mr. Birchard will make a fine addition to the committee, and should do much toward building up its work in his State.



### NEW SPECIAL AGENTS

Special Agent's credentials have been issued to the following newcomers to the National Committee:

Charles J. Angerer of University City, Missouri, Safety Director of the Fulton Iron Works Company of St. Louis.

Sigmond Bernson of Memphis, Tennessee, Chief Engineer for the American Finishing Company of Memphis.

Albert C. Brown of Mission, Kansas, Personnel and Safety Director for the Wilcox Electric Company of Kansas City, Missouri. He has been active in the promotion of safety for over 20 years.

George C. Brown of Indianapolis, Indiana, Safety Inspector for the Indianapolis branch of the U. S. Rubber Company.

C. Russell Cox of Dayton, Ohio, Safety Director of the Moraine Products Division of that city.

August H. Fenner, Jr., of St. Joseph, Missouri, Superintendent of the Western Dairy and Ice Cream Company of that city.

Lawrence W. Graff of Fort Worth, Texas, Safety Engineer for the Fort Worth Safety Council.

Oliver Hopkins of North Attleboro, Safety Supervisor for the Providence, R. I., plant of United States Rubber Company.

Truman L. King of St. Louis, Missouri, Safety Director of the Wagner Electric Corporation.

Harold L. Laman of Kenmore, New York, Safety Director for American Radiator and Standard Sanitary Corporation of Buffalo.

Arthur C. Long of Richmond, California, Chief Safety Director for the United Engineering Company of Alameda.

Arthur B. Masters of Lafayette, Indiana, Safety Director for the Lafayette plant of the Aluminum Company of America.

Cecil F. McGee of Carter Lake, Iowa, Personnel & Safety Director for the Omaha plant of the Kellogg Company.

Ben H. Price of Jackson, Michigan, Executive Secretary for the Greater Jackson Association, and a leader in local safety activities.

Carver H. Reinertsen of Indianapolis, Indiana, Assistant Safety Director for the Lukas-Harold Corporation.

Edward E. Sawyer, Jr., of Kalamazoo, Michigan, Assistant Manager of the Kalamazoo Chamber of Commerce.

Elon J. Schantz of Grand Rapids, Michigan, Personnel and Safety Supervisor of the Consumers Power Company of that city.

Fred G. Yelton of Anderson, Indiana, Safety Director for the Anderson plant of Delco Remy Division of General Motors.

### COMMITTEE HONOR ROLL

The following dollar-a-year men, working in cooperation with the National Committee for the Conservation of Manpower in War Industries, have been awarded certificates and merit bars for their services in the Committee industrial safety campaign.

#### REGION I

Regional Representative Lewis E. MacBrayne.  
Massachusetts - Special Agents W. A. Coolidge, E. W. Graham, G. A. Lexander, and T. L. Locke.  
New Hampshire - Special Agent J. M. McGivney.

#### REGIONS II-III

Regional Representative E. G. Quesnel and Assistant Regional Representative W. W. Matthews.  
Eastern Pennsylvania - Special Agents S. P. Andrews, L. M. Becker, W. F. Crawford, J. E. Culliney, E. P. Curran, David Frank, R. I. Gayley, R. M. Godwin, A. J. Gorand, D. E. Husk, L. R. Johnston, W. J. Lawless, A. T. Metcalf, H. G. Painter, J. M. Tezik, J. M. Transue, B. S. VanHorn, and H. W. Whitcomb.

#### REGION V

Florida - Special Agent Glenn H. Kennedy.

#### REGION VI

Minnesota - State Chairman A. V. Rohweder, Special Agents W. H. Brown, Robert Bingham, Clarence Hager, G. W. Hill, G. B. Milligan, D. J. Moore, and H. L. Tyson.

#### REGION VII

Regional Representative Charles A. Miller.  
Arkansas - State Chairman J. A. Reid, Special Agents J. E. McNeil, H. E. Christen, J. R. Gordon, Marvin Murphy, and E. M. Trimble.  
Louisiana - State Chairman C. L. Hightower, Special Agents Polk Hebert, B. L. Kiernan, Sr., Geo. Miller, A. J. Naquin, Emerson Rogan, Arthur Schroder, and W. H. Senyard.  
Oklahoma - State Chairman R. S. Huffman, Special Agents H. W. Boggess, P. F. Dubie, C. H. Meyer, and M. A. Turpin.  
Texas - State Chairman W. J. Millican, Special Agents D. M. Conley, A. A. McGaha, R. S. Marshall, Wm. Moeller, R. G. Naul, L. C. Picnot, G. E. Schauer, Clyde Stephens, F. P. Werner, and H. B. Williams.

#### REGION VIII

Regional Representative R. E. Donovan.  
California - State Chairman Barton Cater.  
Idaho - State Chairman Eldon E. Beck.  
Hawaii - Chester E. Frowe, who is the only agent there.  
Oregon - State Chairman Otto R. Hartwig.









# Industrial Safety Summaries

NOVEMBER 15, 1944

U.S. DEPARTMENT OF LABOR  
DIVISION OF LABOR STANDARDS





UNIVERSITY OF MICHIGAN

### ACCIDENT RATE SHOWS CONTINUED IMPROVEMENT

The record of industrial injury for all manufacturing shows an improvement of 6.3 percent at the halfway point of 1944 over the first 6 months of 1943, according to recent figures released by the Bureau of Labor Statistics of the United States Department of Labor. This is a continuation of the tendency shown by the 5.9 percent decrease at the end of the first 5 months of the year. The average injury-frequency rate for these 6 months of 1944 was 19.3 as compared with 20.6 for the same period in 1943.

Eleven of the industries reporting held their frequency rates below ten. These were: Women's clothing - 5.5, explosives - 5.6, rayon and allied products (chemical) - 6.2, small arms ammunition - 6.3, cement - 8.7, radios and phonographs - 8.8, soap and glycerin - 9.0, sighting and fire control equipment - 9.1, aircraft - 9.6, iron and steel - 9.6, and petroleum refining - 9.9. The fact that several of these are of a highly hazardous nature is indicative of how effective a well-organized, thorough safety program can be.

### OWI LAUNCHES INFORMATIONAL CAMPAIGN ON ACCIDENT PREVENTION

An informational campaign to check the effects of accidents on the home front has been inaugurated by the Office of War Information. It covers all forms of accident prevention, including traffic, home, farm, and industrial accidents, and has the endorsement of government and quasi-government agencies. Cooperating agencies include: American Red Cross; Department of Agriculture; Department of the Interior; Department of Labor; Federal Interdepartmental Safety Council; Federal Security Agency - including U. S. Public Health Service, Office of Vocational Rehabilitation, U. S. Office of Education, Food and Drug Administration, and Social Security Board; Federal Works Agency; Interstate Commerce Commission; Navy Department; Office of Civilian Defense; Office of Defense Transportation; Public Roads Administration; War Department Safety Council; War Manpower Commission; War Production Board; and U. S. Maritime Commission.

Through the facilities of the OWI and cooperating agencies material will be released through newspapers, magazines, radio, and other media. The campaign offers an unusual opportunity to use informational media in placing your own individual safety program before the group you are trying to reach.

## PROGRESS IN PAPER AND PULP DRIVE

Reports on hand in the Division of Labor Standard's Safety and Health Section on October 28, the end of the fourth week of the industry safety campaign, showed that 20 percent of the 863 establishments had already been reached. Management and labor have both evidenced considerable interest in the drive, and co-operation at the plant level is excellent.

## PLANING MILLS AND WOODEN CONTAINERS OBJECT OF NEXT SAFETY CAMPAIGN

At the conclusion of the current safety drive in the paper and pulp industry, a new campaign for improved safety in the fields of planing mills and wooden containers will be launched. Because of the large number of establishments in these two fields, the campaign will cover a 6-month period, from January through June 1945. The initial meeting of the forthcoming campaign is being held in Washington November 15.

## "SIGHT SECURITY"

"Sight Security" - a three reel motion picture starring Milton Bowman, Eye Safety Consultant for the Department of Labor, will be ready for release early in December. Based upon a story developed by the Division of Labor Standards, the picture will highlight in dramatic form the outstanding features of the talk which Bowman, during the last year and a half, has carried to 39,000 members of top management and supervision and 245,500 foremen and workers in 470 plants employing  $4\frac{1}{2}$  million workers. The illustrated portion of Bowman's lecture is covered by 24 illustrations of the eye, its functions, and the effect of traumatic injury, reproduced in natural color.

A limited number of prints will be available for short-time loan from the safety field offices of the Department of Labor, but prints of the film, which will be of continuing value in the plant safety program, will be available for purchase through the Crescent Film Corporation of New York City at a price of about \$100.

Despite a bulging schedule Bowman has been unable to fill all the demands which have been received by the Department, and this film will assist in his work of spreading the gospel both as a follow-up to his appearances and as a substitute in those instances where he is unable to appear in person.



### SUPERVISION ADJUDGED KEY TO SAFETY IN ALABAMA PLANT

"We realized that if we could make every supervisor a safety man our program would function smoothly." This was the basis of the safety campaign of the Aircraft Division of Bechtel-McCone-Parsons, Birmingham, Alabama - a campaign which was launched in January 1944, and has already been so successful the firm has received the Distinguished Service to Safety Award.

The preliminary survey revealed that the majority of supervisors had little or no knowledge of the value of safety or their responsibility for the safety of their employees. Realizing that the program must be one of personal contact with each leadman and foreman, all members of the safety department were initiated into the program by a three-hour course drawn up by the manager of the department, William M. Gillingham. The object of the course was to fix firmly in mind what was to be expected of supervision so that all weak points of each supervisor might be discovered and eliminated. The chief points emphasized to each supervisor were: the personal display of sincere interest in safety; instruction in safe work practices for his employees; critical analysis of each injury; and elimination of physical hazards. The basis of the plan being followed was the theory that when a leadman was sold on safety the 15 men under him no longer had to be corrected and checked on by the safety engineer, and if the foreman and the leadmen under him were supporting the program an entire section of 300 men was covered, with only occasional check-ups by the safety department necessary.

The program also covered the education of management by reports, charts, etc., and the selling of safety to employees "as though it were a nationally advertised and marketable product." The latter was accomplished by the use of a large plant billboard, the plant publication, and safety posters. Plant employees were used as models for the posters, which heightened employee interest and fostered a spirit of competition. The program was also furthered by speeches by personnel of the safety department, articles in the local newspaper on the progress being made, and creation of a competitive spirit between the shifts by comparative reports. The completeness and effectiveness of the program is witnessed by the immediate results which it yielded in the reduction of accident frequency.

### "THE INDUSTRIAL NURSE AND THE WOMAN WORKER"

The Women's Bureau of the Department of Labor has recently published a bulletin entitled "The Industrial Nurse and the Woman Worker." It is an excellent guide to the problem with which so many employers are faced today of trying to adapt their plants to women workers and their women workers to the plants. This problem is new to a large percentage of employers and needs proper handling. Though it approaches the subject from the viewpoint of the industrial nurse, it offers many practical suggestions for the use of personnel and safety departments as well. Listed as Special Bulletin No. 19 of the Women's Bureau, it may be obtained from the Superintendent of Documents, U. S. Government Printing Office, for 10 cents.

### OTHER EYE FILMS AVAILABLE

"Eyes for Tomorrow" - two-reel motion picture released by the National Society for the Prevention of Blindness. It stresses good general health as a prerequisite for good eye-sight - including importance of prenatal care, sight-saving among school children, treatment of eye diseases, and industrial eye hazards. The film may be obtained on either a rental or purchase basis from the National Society for the Prevention of Blindness, 1790 Broadway, New York City 19. Rental is \$5.00 a day, \$25.00 a week, and the sale price of the 16mm film is \$50.00.

"Right on the Nose" - two-reel sound motion picture devoted to the proper selection and fitting of safety glasses released by the American Optical Company. The film may be obtained on a loan basis through the company.

### ACTOR IN LABOR DEPARTMENT SAFETY BROADCAST HONORED

While the "Listen and Live" series of radio programs was carrying the message of industrial safety into thousands of American homes, one of the actors who participated in the dramatized portions of the programs was earning a reputation as one of radio's outstanding announcers. Kenneth Banghart, Washington actor and announcer has just received the award as 1944's best announcer on NBC owned and operated stations. The fine acting of Mr. Banghart and his fellow artists is one of the reasons for the fine reception accorded the Department of Labor's radio series, which by the end of September had been carried by 90 stations in 32 States.



### SOUTH AMERICANS STUDY SAFETY AND LABOR. LEGISLATION IN U. S.

Seven government labor officials from five of the South American Republics and Puerto Rico arrived in Washington in October to begin a special study of industrial accident prevention, problems of employed women and children, and labor law administration. They were selected by their respective governments to come to this country for periods of 3 to 6 months to work under the direction of the Women's Bureau and the Division of Labor Standards of the U. S. Department of Labor. Besides Puerto Rico the countries represented are Brazil, Chile, Mexico, Peru, and Uruguay.

After completing an "introductory course" on the topics of interest, given in Washington under the guidance of the Department of Labor, the seven officials departed to the States to get a first-hand glimpse of the various programs in action. Special surveys have been arranged by the State labor departments or industrial commissions of New York, Rhode Island, North Carolina, Wisconsin, and Minnesota, which cover among other things visits to plants by the officials particularly interested in safety.

Three of the group are devoting the major part of their time to industrial safety. They are: Samuel Oscar Blixen of the Inspection and Accidents Division of the Insurance Bank of Uruguay; Dr. Milton Fernandes Pereira, Director of the Accident Prevention Division of the National Department of Labor of Brazil; and Julio Figueroa, Secretary General of the Industrial Accident Insurance Fund of Chile.

The remaining four, whose primary interests run to other phases of the program, are: Sra. Jandyra Rodrigues, Chief of the Women's and Children's Division of Inspection of the State of Sao Paulo in Brazil; Sra. Clara Williams de Iunge, Chief of the Women's and Children's Division of Inspection of the State of Santiago in Chile; Sra. Carmen Vasquez Gomez de Molina, an inspector in the Women's Bureau of the National Department of Labor; and Sra. Maria Teresa Quinones de Correa, Chief of the Women's Division of the Labor Department of Puerto Rico.

### SAFETY AND LONG WORKING HOURS

It is particularly important that the safety program in plants where hours have been lengthened during the war emergency be kept at a very high level of efficiency. Studies of

the Bureau of Labor Statistics on the effects of long working hours in 12 metal working plants, as reported in the "Monthly Labor Review" of October 1944, indicate that "in the absence of effective safety programs, work injuries tended to occur relatively more frequently under longer hours. In one plant they occurred only one-third as frequently when the daily hours were reduced from 10 to 8. Where plants had good, active accident prevention programs, the lengthening of hours did not bring about a disproportionate increase in work injuries."

The studies also indicate that the increased hours of work while resulting in additional output, do so only at the price of continuous decreases in efficiency and marked increases in absenteeism. A point is finally reached at which the longer work schedule is no more, and may be actually less, productive than the shorter schedule. The loss in efficiency varies with the nature of the work involved, being most marked in heavy industries. With few exceptions the longer working time in the plants covered by the studies resulted in a general slowing down throughout the entire workweek.

#### INDUSTRIAL NURSE REVITALIZES SMALL PLANT PROGRAM -- BECOMES DIRECTOR OF SAFETY

The importance of the industrial nurse in a plant safety program is well recognized by alert management and safety men. Her records of minor injuries are invaluable in uncovering unsafe practices, in locating hazardous conditions, and in pointing out the need for protective equipment. Her influence with workers makes an effective instrument in safety and health education.

The full extent of the usefulness of the industrial nurse in installing a full-time coordinated safety and health program is illustrated in a case on record with the Division of Labor Standards. Miss Long became the nurse at a small motor bearing company in the West, which had a safety program in name only. The last serious disabling accident had occurred some time before when one of the wheels of a hand truck, loaded with strips of sheet metal, caught in a small hole in the floor, tipped over, and caused the entire load to strike the employee pushing the truck. When he attempted to jump clear, he fell over empty boxes thrown in the aisle and his foot and ankle were crushed by the spilling metal. Despite the fact that this was a perfect example of lack of hazard control, the management went on its way blaming the accident on the employee.



Early acquaintance with this and other minor cases brought to the attention of Nurse Long in the course of her duties aroused her interest in the safety problem, and, wishing to enlarge the scope of her knowledge, she enrolled in the 96-hour safety training course being offered in the area. She became more deeply interested in the cause of safety and determined to put into practice the principles of safety which she had learned in the course. Since her employment, she had spent her time compiling statistics and, as part of her regular duties as secretary of the Safety Committee, sending reports to top management. Now she included not only the records of the meetings held but reports of all accidents with suggested remedies. She emphasized the importance of management participation in all safety activities, suggesting preinduction training for new employees and an educational program for old employees and foremen. In the meantime she enlisted the interest of the insurance carrier, and in all conversation with employees and supervisors introduced safety, to lay the foundation for a campaign.

In this way Miss Long helped develop a strong feeling of interest, and foremen and supervisors, without the support of management, developed and carried on a much improved safety program. Management still held back, however, until an accident occurred - but, let Miss Long tell you in her own words:

"Then the opportunity came! A new employee lost three fingers of one hand and seriously impaired a fourth. This was not an old case that had apparently been forgotten. This was something new for which I felt top management was fully responsible. I told them so frankly as I had done before. I went into detail of the moral responsibility and obligations of an employer to his employees. I mentioned everything I had learned that I thought might convince them.

"This proved to be the crisis, and we immediately made arrangements to execute all former suggestions.... Our plant has been well inspected by the government and we have eliminated all health hazards. We have guards on our machines at point of operation, and along with other safety devices we also provide safety and prescription ground lenses at no cost to the employee. It would consume too much space to list the improvements that have been made in the past year backed by management,

"It has cost money, yes, but nothing to compare with the high rate of insurance we have been paying. In the first six

months of this year we have had only one compensation case and that was a mild back sprain. Safety pays great dividends! We have satisfied employees, who know that everything is being done for their general health and safe being. We pay less premium on our insurance and the damage and loss of equipment has hit a low figure."

Incidentally, Miss Long signed her report as "Director of Safety." She has, through her vigor and unrelenting effort, put through a program which stemmed from her interest in the welfare of the employees with whom she came in contact. Her accomplishments might well be kept in mind by both management and nurses in the handling of small plant programs whose smallness prevents the services of a full-time safety man.

### MISPLACED LIGHTING ON STAIRWAY CAUSES FALL

An office worker fell while going down stairs to call the manager to the phone, and in an attempt to shield her head suffered a badly bruised and wrenched elbow. Such falls are quite common and investigation, as in this case, often shows that good lighting could have prevented the accident.

On these stairs the lighting was poor not because of any lack of brightness, but it had been placed at the foot of the stairway and blinded a person going down so it was difficult to see the steps. Well-lighted stairs are those on which the tread, and particularly the edge of each step, is clearly outlined.

### DEATH BY LOW VOLTAGE

Defective insulation on a wire in the handle of a portable electric drill, being used on 110-volt outlet, led to the death of a shipyard machinist. The victim found it necessary to remove some rusted-in screws from the hull of a ship and obtained the drill from the shop toolroom. When he pressed the trigger, he was electrocuted. Upon investigation, it was found that the insulation was worn off the wire where it passed through the handle of the drill and caused a short. The worker, being wet with perspiration, made an excellent ground to the deck of the ship.

Of course, the drill should not have been allowed to be taken from the toolroom in disrepair, but the danger of low voltage as a hazard was disregarded also. The resistance of the human body may drop as low as two or three hundred ohms, thus enabling a current of five thousandths of an ampere or more to flow from an ordinary light circuit of 110 volts. Since two or three thousandths of an ampere through the body is likely to kill, such a fatality is easily possible. All portable electric power tools should be equipped with a ground wire, which is distinctively marked, in addition to being carefully inspected before reissuance for use.

### THERE'S A RIGHT PLACE FOR IT

Smoking is all right - in its place. One worker didn't know that place, much to his sorrow. After spilling gasoline on his cotton gloves and his pants, he thoughtlessly lighted a cigarette. The gloves caught fire and he snatched them off, but the



gasoline on his hands continued to burn. He tried to put the fire out by rubbing his hands on his legs but his pants began to flame. As a result, both his hands and legs were severely burned.

Employees should continually be warned about smoking near flammable substances. In this case only the worker doing the smoking was injured, but much more serious fires are caused from just such carelessness.

#### SAFETY - GROUND IN

A mechanic, while grinding a chisel on a bench grinder, removed his goggles in order to follow his work more closely. A moment later a sliver struck him in the right eye, causing him, despite prompt medical attention, to lose several weeks from work and 50 percent of the vision of that eye.

It was found upon investigation that the victim habitually removed his goggles when doing close work, commenting that he could see better that way. His eyes were imperfect and should have been fitted with prescription ground lenses. In order to be effective, eye protective equipment must be fitted individually and when necessary prescription ground lenses will give greater satisfaction.

#### IN TOO BIG A HURRY

Instances of injury resulting from workers' rushing to lunch or to quit when the whistle blew have been noted in reports received by the Division of Labor Standards recently. The most serious of these occurred in a shipyard when a young fellow, 18 years old and hale and husky, was pushed down by the crowd and trampled. He sustained a fracture of the lower leg and severe lacerations on his left arm. Certainly, in this case, there can be no question that the crowd was at fault. In another instance an employee was pushed against a pillar by the onrushing mob and badly bruised.

Perhaps work is odious to most individuals but must they be in such a hurry to get away from it that they lose all sense of thoughtfulness and care for the welfare of themselves and others? Either spirit, thoughtlessness or thoughtfulness, is catching. It is the job of the safety man to promote the second of these.

## STANDARDS FOR SAFETY IN WELDING

The greatly accelerated use of gas and electric welding during the war production period since Pearl Harbor brought forth the need for national standards of safety to aid in the elimination of not only human suffering, but also losses in manpower, production time, materials, and property due to burns, eye injuries, electric shock, and potential health hazards involved in welding. As there were no specific standards or codes in existence, the Division of Labor Standards published in June 1941 a bulletin, their Special No. 5, "Control of Welding Hazards in Defense Industries," to bridge the gap until standards could be set up. This bulletin presented the general problems involved and suggested remedies.

The Department of Labor of New Jersey, after several years of investigation, adopted in 1943 standards for safety and health provisions in the welding industry. This was immediately reprinted by the U. S. Department of Labor's Division of Labor Standards to supplement its bulletin, and has been widely circulated to industry from this source. The New Jersey Standards were prepared by the Division's present Assistant Industrial Hygienist who as Industrial Hygienist of the New Jersey Department of Labor was consultant of the Industrial Safety Committee and of a sub-committee on Welding Standards which was composed of some forty men outstanding in industries employing welders.

While these standards became operative in New Jersey, there was still a definite need for national standards. At the request of the American Welding Society, the International Acetylene Association, the National Electrical Manufacturers Association, and the Division of Labor Standards of the U. S. Department of Labor, the American Standards Association initiated a project to develop an American War Standard for Safety in Electric and Gas Welding and Cutting Operations. In order to accomplish this a war committee of experts on the subject was organized. Mr. John E. Long of the Delaware and Hudson Railroad Corporation was Chairman, and the other members included specialists in the various phases of safety involved in the gas and electric welding and cutting operations.

The work done by the ASA committee was based on the New Jersey standards and covers the same material, though amplifying it and including in the text safety standards for gas welding and cutting, arc welding and arc cutting, resistance welding, fire prevention, protection of personnel, and ventilation and health protection. Copies of the new standard, Safety in Electric and Gas Welding and Cutting Operations, Z49.1-1944, are now available from the American Standards Association, 29 West 39th Street, New York 18, N. Y., for 40 cents each.

#### NEW STANDARD FOR ALLOWABLE CONCENTRATION OF FORMALDEHYDE

Formaldehyde gas is not regarded as extremely toxic, but it is definitely irritating to the mucous membrane of the eyes and respiratory system, and cases of dermatitis may occur from the gas as well as from direct contact. Formaldehyde is being used increasingly in the manufacture of plastics and synthetic resins for critical war products, as well as in the chemical industries and as a preservative and disinfectant. Relatively high concentrations of formaldehyde may be produced in the workroom atmosphere.

The commonly accepted maximum allowable concentration of 20 parts per million has recently been refuted by the new American Standard Allowable Concentration of Formaldehyde, Z37.16-1944, as adopted by the American Standards Association. The ASA committee on toxic dusts and gases reviewed literature on the subject and also performed a number of experimental investigations and as a result have established the maximum allowable concentration at 10 parts per million parts of air by volume, corresponding to 0.012 milligrams per liter at 25 degrees centigrade and 760 millimeters pressure.

#### DLS SAFETY SPECIALIST AIDS STATES IN CODE MAKING

To Salem, Oregon, and to Boise, Idaho, this month has gone Senior Safety Engineer R. P. Blake of the Division of Labor Standards to assist the two States in the formulation of safety codes. While on the West Coast Mr. Blake will also stop off at Seattle to discuss with University of Wisconsin officials plans for incorporating safety into the regular engineer curriculum. He will also make a brief visit to Vancouver, B. C., to talk before several safety meetings at the invitation of the provincial Workmen's Compensation Board.



#### SAFETY TRAINING PAPER TO BE DISTRIBUTED BY DLS

"Safety Education as the College Sees It" - a paper delivered before the National Committee session at the National Safety Congress by Mario C. Giannini, Associate Professor of Mechanical Engineering of New York University. Professor Giannini, who is also Director of War Safety Training for the University, headed up the panel discussion on post war safety training, one of the three major topics under discussion. Also covered in the meeting were the industry safety drives which were inaugurated last spring by the Division of Labor Standards, and the post war future of the National Committee.

#### PENNSYLVANIA SPECIAL AGENTS MEET IN PAPER PLANT

In a recent meeting of the Eastern Pennsylvania branch of the National Committee at the Scott Paper Company of Chester, the special agents were inaugurated into the specific problems of safety in the paper making industry. After an outline of the present drive against accidents in that industry and a discussion of the procedures to be followed in the campaign, the safety director of the Scott Paper Company presented his company's safety program. Many definite hazards and their remedies were brought up in the discussion and later on were pointed out in a tour of the plant. Upon completion of the tour the safety director answered all questions asked by the special agents.

The special agents agreed that in the future this same procedure should be followed in opening all industry drives, whenever possible. Though the fundamental principles of accident prevention are the same in all industries, in order for the agents to be of greatest value in specialized industry drives they must become familiar with the procedures and problems involved in the particular one being emphasized.

#### UPPER NEW YORK SPECIAL AGENTS PLAN PROMOTION OF FOREMEN'S COURSE - RECEIVE MERIT AWARDS

Special Agents of Upper New York joined representatives of workmen's compensation insurance companies in a meeting on September 22, to further the use of the 20-hour Safety Management for Foremen Training Course.

The meeting was opened with the projection of sound slide films to familiarize all present with the type of material



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contained in the course. Reports were given by several members with experience in conducting the course and arrangements were made for the names of plants evidencing an interest in the course to be sent to James E. Corr, Chairman for Upper New York. Cooperation of insurance agents in encouraging management to make use of the course for their supervisory employees should prove of considerable value.

The latter part of the meeting was devoted to the presentation of merit awards to qualified special agents, National Committee Chairman V. A. Zimmer making the awards on behalf of the Secretary of Labor. The President of the Buffalo Chamber of Commerce, G. A. Newbury, commended the agents on the fine work they have done; and Regional Representative E. G. Quesnel urged their further cooperation in the present drive for reduction of accidents in the paper and pulp industry.

#### SAFETY TRAINING BRINGS JOB CHANGE FOR PROMOTIONAL MAN

A promotional man whose interest in safety education for workers led him to enroll in a War Safety Training course, has recently been placed in charge of the Safety and Good Housekeeping program in a plant of one of the Nation's large manufacturers. The ex-promotional man is Sam Wildoner of Baltimore; the plant, a branch of the Owens-Illinois Can Company. Mr. Wildoner joined the plant force as promotional director 11 years ago. He completed his safety training early this year.

#### UTAH STATE CHAIRMAN RESIGNS

Roy E. Birchard, recently appointed State Chairman of Utah, has been forced to resign, due to the pressure of his regular work. He hopes to be able to continue his work with the National Committee as special agent.

#### FORMER SPECIAL AGENT ORGANIZES SAFETY COURSE ABROAD

The work of the NCCMPWI has appeared for the first time in one of our allied nations, as a result of the personal efforts of Lt. Col. Leonard F. Carter, former special agent in Colorado and safety director for the Colorado Interstate Gas Company.

Convinced that the 96-hour safety engineering courses being held in the United States could be duplicated, with great benefit in the expeditionary forces, Colonel Carter took advantage of a safety assignment to organize the first class held

in the United Kingdom. The graduates included 1 lieutenant colonel, 3 majors, 4 captains, 6 first lieutenants, 2 C. W. officers and 5 sergeants. Upon graduation they were presented with special certificates which had received the approval of Committee Chairman Zimmer.

#### NEW OFFICE OPENED IN SEATTLE

Robert M. Edmunson, a former special agent in Washington, has recently been appointed Associate Field Representative for the Northwest Pacific area with newly established quarters at Seattle. This office will make possible more extensive Committee service in this area.

#### PAPER AND PULP SAFETY DRIVE IN NEW ENGLAND

With an accident frequency of 40.8 as compared with 30.0 for the nation, the New England section of the paper and pulp industry is prepared for a sound start in the nation-wide safety drive for the industry.

Climaxing preparations for the drive in New England, two meetings were held - at Concord, New Hampshire, on September 15, and at Portland, Maine, on September 20. Presiding at both meetings was Lewis E. MacBrayne, Regional Representative. Verne A. Zimmer, National Committee Chairman, as principal speaker at the September 15 meeting, outlined the proposed campaign plan in detail and gave a summary of the work being accomplished by the National Committee. William H. Riley, Commissioner of Labor of New Hampshire presented the particular problems and conditions existing in that State. Full support of the program was pledged by all representatives of agencies and mills in attendance.

The Portland conference was similar to the one in Concord, with representatives of paper and pulp plants, insurance carriers, and labor and safety agencies attending. Jesse W. Taylor, Commissioner of Labor in Maine, discussed the work being carried on in his State, pledging full cooperation to the National Committee in the drive. Great interest was evidenced in the plans by all those present, and full support was offered in carrying them through.

#### ASSOCIATE FIELD REPRESENTATIVE JOINS PRIVATE INDUSTRY

Robert Pean, former associate field representative for Region VIII of the National Committee, has resigned to take a position with the Bahrein Petroleum Company.

November 15, 1944

R. E. DONOVAN AWARDED CERTIFICATE OF  
MERIT BY BRIGADIER GENERAL

On behalf of the Secretary of Labor, Brigadier General Arthur W. Lane, Chairman of the War Department Manpower Board of San Francisco, presented to R. E. Donovan, Regional Representative of Region VIII, the certificate of merit and service bar denoting his faithful and outstanding service to the National Committee. Presentation was made at a dinner attended by a large number of the safety engineers of the area.

## NEW SPECIAL AGENTS

Special Agent's credentials have been issued to the following newcomers to the National Committee:

Douglas Bragdon of Sioux City, Iowa, Assistant Manager of the Insurance Department of the Iowa Public Service Company.

Elmer E. Fancher of Snyder, N. Y., who is the Manager of Safety and Technical Training for the Buffalo Niagara & Eastern Power Corporation at Buffalo.

Edward R. Smith of Independence, Missouri, Safety Inspector for the Aluminum Co. of America at Kansas City.

## COMMITTEE HONOR ROLL

Since the September 15th issue of "Industrial Safety Summaries" there have been added the following to the list of those having received certificates and merit bars for their services on the National Committee.

## REGION I

Connecticut - State Chairman Alfred C. Fuller

New Hampshire - State Chairman H. M. Haskell

Rhode Island - State Chairman J. Colby Lewis

## REGIONS II-III

Delaware - Special Agent John R. Fader

Maryland - State Chairman L. A. Helfrich

Upper New York - Special Agents Frank J. Conroy, Roy J. DeLaMater, Frank W. Fiske, Walter L. Fox, George Herie, Henry G. Lehrbach, Raymond Mullen, William Sawyer, Sr., and W. J. Wright

Metropolitan New York - Special Agents W. P. Coster, C. W. Gardner, C. K. LaMotte, H. E. Parker, M. M. Peck, and G. J. Ruoff

New Jersey - State Chairman Fred M. Rosseland, Special Agent T. W. Thorpe.



REGION IV

Regional Representative and Chairman of Ohio - Carl L. Smith  
Kentucky - State Chairman Herbert A. Zachari  
Michigan - State Chairman Harold F. Lillie, Special Agents  
George Adler, William Barclay, Robert Benson, Ray P. Brickley,  
Charles DeMonge, E. Ross Farra, Merle Holstine, Pat Howard,  
George Learned, Oscar Lehman, Carl Marietta, M. J. McCarthy,  
F. R. McLean, James Mentor, and Fred Platt.  
Ohio - Special Agents Edwin E. Greene, J. T. Kidney, Raymond S.  
Metzger, Jesse B. Porcher, F. F. Van Fleet, R. F. Radbone,  
and William L. Scott.  
West Virginia - State Chairman O. L. FitzRandolph, Special  
Agents T. F. Brady, Harry F. Lewis, and Warren W. Mowry.

REGION VI

Regional Representative T. O. Meisner  
Illinois - State Chairman E. S. Beaumont, Special Agents J. B. J.  
Anderson, G. F. Barry, J. C. Curtis, C. A. Farnham, E. W.  
Fitzgerard, S. L. Halac, P. M. Harris, F. A. Hasse, H. R.  
Heilstedt, Rudolph Jacobs, R. G. Johnson, W. T. Ladkin, A. H.  
Lindsey, W. K. Lunt, J. T. Mangan, W. B. Martin, C. F. Moberg,  
F. X. Phelan, R. I. Pisle, R. A. Randels, A. W. Schmeiser,  
F. C. Schultz, W. L. Settlemire, J. F. Stech, O. M. Swanson,  
J. A. Vincent, W. E. Watters, J. S. White, E. G. Woodman, and  
E. C. Woodward.









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# Industrial Safety Summaries



DECEMBER 15, 1944

U. S. DEPARTMENT OF LABOR  
DIVISION OF LABOR STANDARDS





NATIONAL LABOR CONFERENCE RECOMMENDS STRENGTHENING  
OF STATE SAFETY SERVICES; URGES GREATER  
UNION ACTIVITY IN ACCIDENT PREVENTION

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Intensified control of industrial accidents through contributions by State and Federal governments, and with the participation of both management and labor, was urged by the eleventh National Conference on Labor Legislation. Embodied in a report of the Safety and Health and Workmen's Compensation Committee, the recommendations of the Conference stressed particularly the need for expanded safety services in State departments of labor and more active interest in the field of accident prevention by labor organizations.

Three Safety "E's" for States

The Conference recommended that State safety activities should completely cover the three "E's" of safety - engineering, education, and enforcement. Engineering would be provided through the development of codes and regulations establishing minimum requirements for safeguarding physical hazards. Enforcement would be obtained through a force of safety inspectors charged with the duty of checking for compliance with the established standards. Education would be undertaken through a staff trained and qualified "to assist in developing continuous plant safety programs participated in by both management and labor." Basic, of course, to any such State program is the enactment of legislation charging all employers with the responsibility of providing safe and healthful working conditions, and delegating to the State labor department the authority to develop and promulgate the necessary standards.

Financial Aid to States

As a means of helping the States in the task of expanding and improving their present safety work, the conference approved the principle of Federal financial grants to State departments of labor, and urged Congressional approval of the so-called "Norton" bill (H.R. 2800). Under the terms of this bill the Secretary of Labor would be empowered to distribute funds to State departments of labor, the expenditure of such funds to be confined to industrial safety and health work and to be governed by agreements worked out between the Secretary and the State labor departments.

The Conference also urged the United States Department of Labor to fully utilize the facilities of the State departments in connection with the current drive for a 40 percent reduction in industrial accidents.

### Industrial Hygiene Units

Pointing out that in most States the labor department is charged with the responsibility for regulation of working conditions as they affect the safety and health of workers, the Conference recommended the establishment of industrial hygiene units in State departments of labor rather than in departments of health.

### Greater Activity by Unions

Noting that organized labor is in a position to undertake more effective activity in the field of industrial accident prevention than it has done to date, the Conference urged that unions take full advantage of the special 64-hour labor safety courses currently available through the U. S. Department of Labor and the U. S. Office of Education. The Conference also recommended that the Secretary of Labor request the national leaders of organized labor to urge upon their membership throughout the country the fullest possible utilization of this opportunity to have men in their local organizations trained in the fundamentals of safety. Coupled with the recommendation for greater participation in the courses, the Conference also suggested that national labor leaders convey to their membership the desirability of lending active assistance in the nationwide drive for a 40 percent reduction in industrial accidents.

### Expanded Federal Facilities Urged

As an aid to the States and to organized labor in pursuing more fully their own safety and health programs, the Conference urged that the Federal government contribute more fully to the cause of industrial accident prevention by providing through the United States Department of Labor more adequate facilities for direct advisory and consultative service to both the States and labor organizations. The expanded services should include technical assistance in the training of factory inspectors and in the preparation of safety and health codes; in the dissemination of safety information and the stimulation of accident prevention among labor unions; in the promotion of labor participation in plant safety programs; and in the distribution of safety educational material designed for both management and labor as well as authoritative data on scientific engineering methods of controlling hazards.



### WORK INJURIES INCREASE IN JULY

Statistics released by the Department of Labor covering industrial-injury frequency rates for the month of July 1944, show an increase to 20.4 over the 19.8 for June. Increases were recorded in 44 of the 88 industries surveyed, with 12 of these increases being 5 points or more. For 20 industries the July frequency rates were the highest monthly rates so far recorded in 1944. There were 4, however, for which the July rates were lower than for any previous month of 1944.

Cumulative injury frequency rates for the first 7 months of 1944, which present a more accurate picture of safety conditions in the various industries than do the rates for any one month, ranged from an average of 5.7 in the women's clothing industry to 55.4 in the sawmill industry. The following industries repeated their June performance in maintaining cumulative frequency rates of less than 10: Explosives - 5.8, small-arms ammunition - 6.5, rayon and allied products (chemical) - 6.5, radios and phonographs - 8.9, sighting and fire control equipment - 9.0, soap and glycerin - 9.5, aircraft - 9.6, and iron and steel - 9.8.

### NEW CONNECTICUT LABOR COMMISSIONER PLANS SAFETY CAMPAIGN

John J. Egan, new Commissioner of Labor in Connecticut, took office with plans for a drive against industrial accidents already formulated. Twenty-five safety inspectors will be added to the staff of the department in order to carry out these plans. Mr. Egan said, "I am concerned deeply with three projects. They are our reconversion program, minimum wages, and the safety of our workers in industry."

Mr. Egan, who has served for many years as Secretary-Treasurer of the Connecticut Federation of Labor, replaces Cornelius Danaher as head of Connecticut's labor department. As a member of the State Advisory Committee for the National Committee for the Conservation of Manpower in War Industries of the U. S. Department of Labor, Commissioner Egan has been doing active safety promotion work for several years. His new job as commissioner gives him added scope of activity in this important field.



### 1943 INJURY RATES

A summary of work injuries in the United States during 1943 shows that while the over-all frequency rate varied only slightly from that of the previous year, there are a number of notable changes within individual classifications.

#### Frequency Rates

Logging retained its place as the most hazardous manufacturing industry, though at 82.2 it showed an improvement over the 89.6 of 1942. Other industries showing a decrease were saw-mills from 61.7 to 58.4; foundries from 49.7 to 43.4; brick, tile, and terra cotta from 47.1 to 42.9; concrete, gypsum, and plaster products from 48.4 to 40.8; and wooden-container from 50.2 to 48.8. Unfortunately, there were also a number whose frequency went up instead of down. Slaughtering and meat packing increased from 44.8 to 47.6, iron and steel forgings from 38.0 to 40.8, and planing mills from 37.6 to 44.2.

It is gratifying to note that those industries doing most essential war work tended to have fairly low frequency rates, although shipbuilding at 31.5 was 6.3 percent above the national average. Ordnance as a whole had one of the lowest group frequencies - 13.4. Aircraft has a frequency of 9.7, aircraft parts 11.8, guns 15.6, heavy ammunition 19.0, tanks 12.2, small arms 8.6, and small-arms ammunition 5.1. The extremely hazardous explosives industry succeeded in keeping its rate at 5.3, showing that proper safeguarding is effective.

#### Severity Rates

The severity rate frequently is at variance with the frequency rate. It was found that in the explosives industry the severity rate was 13.3 as compared with 4.9 for the all-manufacturing average. Other industries with high percentages were iron and steel with 11.3, cement with 10.0, hardware with 7.3, ornamental metal work with 7.6, plumbers' supplies with 8.9, stamped and pressed metal products with 7.9, and tin cans and other tinware with 8.7. These high severity rates were corroborated by the fact that in these same industries the number of average days for the duration of temporary injuries was high. Iron and steel was the highest with 36 days. Cement followed with 31.

#### Type of Injury

Hand and finger injuries accounted for more than three-fourths of the permanent impairments suffered in the over-all

picture, as has been the case in all previous years. However, this proportion varied within specific industries, the percentage being much higher in the furniture, hardware, and metal-stamping industries with 97 and 96 percent. Logging had only 44 percent impairment to hands and fingers, but 20 percent to legs. Industries involving the handling of heavy products, such as breweries, foundries, steam fittings, logging, paper and pulp, and engines and turbines all showed a higher than average percentage of injuries to feet and toes.

#### SAFETY PAYS DIVIDENDS

Safety paid dividends in the amount of \$28,000 to the city of Berkeley, California, during the first 9 months' operation of an employees' safety committee. This amount was a refund on the city's workmen's compensation insurance premium of \$53,000..

Berkeley's safety committee was formed as a result of an analysis of the accidents among city employees which showed a heavy man-hour loss and increasing insurance costs. The committee is composed of the heads of the nine operating departments under the chairmanship of the personnel director. It meets once a month to discuss each accident and make recommendations.

In launching the accident prevention campaign, a series of meetings was held to present the problem and planned program to all employees for the purpose of enlisting of their support. The number of accidents has materially decreased during the 9-month period, and the cost per case has been reduced from \$281 in 1941 to \$65 in 1943.

#### ACCIDENTS DECREASE IN WEST VIRGINIA

Commissioner Charles Sattler of the West Virginia Department of Labor reports a continued decrease of accidents within the State. Accidents reported during the fiscal year ending June 30, 1944, number 6,020 less than the 1941-42 total. Without taking into consideration increased employment, this represented an approximate 21 percent decrease in non-fatal accidents and 17 percent in fatal accidents. When an adjustment is made to the increased number of workers, however, these percentages become 38 percent and 34 percent, respectively.

### MEAT-PACKING DRIVE SHOWS RESULTS IN THIRD MONTH

September, the third month of the 3-month accident prevention drive in the slaughtering and meat-packing industry, yielded a frequency rate of 37.2, a reduction of 21 percent from the average rate for 1943. While monthly figures on an industry basis are not available for previous years, according to all indications the reduction was accomplished in a month which ordinarily shows a high rate.

Secretary of Labor Frances Perkins noted the better than average performance in a number of individual plants, many of which achieved a reduction of 50 percent or better. In one southern establishment the September frequency of 14.9 was 91 percent below the July rate of 167.5 and 89 percent under the average rate for 1943. This outstanding accomplishment is attributable directly to the personal interest shown in safety by the general manager of the plant as a result of the drive.

With the Special Agents of the Department's National Committee and representatives of such cooperating groups as State labor departments and insurance companies covering more than 1,300 plants, the drive was a good lead-off to the industry drive program.

### TERRITORIAL SAFETY TRAINING

The War Safety Training program of the United States Department of Labor is now in full swing in the Territories of Alaska, Hawaii, and Puerto Rico, subsequent to visits with the engineering staffs of the territorial universities made last summer by Lt. Col. L. B. Tipton, Safety Training Adviser of the Department.

Safety engineers and safety officers of the Army and Navy and from private industry in the Alaskan, Pacific, and Caribbean areas are brought into these classes for grounding in the fundamentals as contained in the 96-hour course, and are also trained in the uses of the 20-hour course in their own operations and establishments.

Material developed for the 96-hour course is now being used in British and Canadian classes offered through Oxford University and the University of Toronto. As noted in last month's Safety Summaries, a course based on the 96-hour model has recently been completed in England.



### SHIPYARDS ARE BECOMING SAFER PLACES TO WORK

The U. S. Maritime Commission reports that the accident frequency rate in Maritime contract shipyards reached its lowest monthly average since the beginning of the shipyard safety program 2 years ago, with an August frequency of 23.4. The 8-month cumulative rate for 1944 is 25.0, a drop of 23 percent from the 1943 average of 32.6.

### SAFETY IN AUSTRALIAN FOUNDRIES

The Industrial Welfare Division of the Department of Labour and National Service of Australia has recently published a study of foundries with recommendations for hazard and health controls. It is divided into three main sections as follows: Plant and Equipment; Control of Dust in Foundries; and Amenities-Mess, Wash, Locker, and Toilet Accommodation. Illustrations are used freely, and the subject is treated concisely and clearly. The publication is entitled "The Australian Foundry: Working Conditions and How to Improve Them," and may be obtained from the Department of Labour and National Service, 129 Swanston Street, Melbourne, Australia.

### SAFETY GAINING PERMANENT PLACE IN ENGINEERING CURRICULA

Under the general guidance of the National Committee on Safety Engineering Education in Colleges, an off-shoot of the Training Sub-Committee of the U. S. Department of Labor's National Committee for the Conservation of Manpower, safety training is gaining a permanent place in the curricula of engineering schools throughout the country.

Developed at the suggestion of the national advisory members of the NCCMPWI, the Committee's training program covers (1) integration of safety into the regular undergraduate engineering curriculum, (2) establishment of undergraduate hours on an extension level - similar to the present 96-hour course, and (3) establishment in selected colleges, well distributed geographically, of specialized safety courses at a post-graduate level.

Twenty-five colleges which have been visited by representatives of the Division of Labor Standards, have expressed definite interest in the Committee's proposals and have agreed to incorporate safety in their post-war curricula.

COMPENSATION COMMISSIONERS RECOMMEND PROVISION  
TO AID EMPLOYMENT OF HANDICAPPED WORKERS

Vital to a consideration of the problem of employing handicapped workers is the question of compensation in event of subsequent injury. Unfair to the employer, and eventually to the handicapped, is the system which makes no provision for limiting the former's liability in the event of increased disability of the worker resulting from a subsequent injury. Experience shows that this situation inevitably leads to discrimination against the handicapped. Unfair to the handicapped are systems which either permit his being placed outside the scope of the compensation law or of limiting his compensation in event of subsequent injury to the amount payable by the employer for the disability resulting therefrom.

Most adequate solution is the system under which the employer's responsibility is limited to compensation for disability resulting from the subsequent injury, with supplementary income to the disabled man payable by the State from a special fund. Yet only 20 States have provided some such solution to a problem which is intensified by the return to civil life of disabled war veterans.

At its 1944 meeting the International Association of Industrial Accident Boards and Commissions recommended the following "second-injury" provision to the attention of legislators in the remaining States.

Permanent Total Incapacity Due Partly to Prior Injury; Second Injury Fund. - If an employee who has previously lost, or lost the use of, one hand, one arm, one foot, one leg, or one eye, becomes permanently and totally incapacitated through the loss or loss of use of another member of organ, the employer shall be liable only for the compensation payable for such second injury. Provided, however, that in addition to such compensation and after completion of the payments therefor, the employee shall be paid the remainder of the compensation that would be due for the permanent total incapacity out of a special fund known as the "Second Injury Fund," and created for such purpose in the following manner:

In every case of the death of an employee under this act, where there is no person entitled to compensation, the employer shall pay to the industrial accident commission the sum of \$500 to be deposited with the treasurer of the State for the benefit of said fund, and the commission shall direct the distribution thereof.



### DELAY CAUSES AMPUTATION

A worker starting a job involving a "falling objects" hazard was sent to the stockroom to be fitted with a pair of safety shoes. His size was not available in the lower price shoes which he wanted, so, at the advice of the foreman, he decided to wait until a new shipment came in and went to work in his ordinary shoes. Within only a few days a heavy piece of equipment slipped off the chain hooks while being moved by a crane and dropped on his right foot, necessitating its amputation at the instep.

Evidently the foreman was not sold on safety to the degree that he should have been, because there is no doubt that the worker would have bought the higher priced shoes if urged to do so. Safety precautions cannot be put off and it is the responsibility of management to see that their workers do not backslide into unsafe practices.

### UNEXPECTED VALUE OF SAFETY SHOES

A reason given recently for not wearing safety shoes has brought to attention an unsuspected safety feature that may be added to the ones for which the shoes were designed. A worker when "called down" for habitually going without his safety shoes, answered that he couldn't run up stairs fast enough in the heavier shoes. It seems that more than feet are being protected if safety shoes prevent workers from running up or down stairs and eventually falling on their noses.

### THE UNGUARDED MOMENT

A worker was driving a wedge and as it was hard work his goggles became fogged. Asking his helper to continue the driving; he stepped aside and removed his goggles to clean them. Just as that moment a small piece of steel broke from the wedge and struck his unprotected eye, causing its complete loss.

Not even for a moment can an employee afford to remove his eye protection when in an area in which an accident might occur. By-standers are in as much danger as the worker performing the operation when flying particles are involved.



### SKILL NO ASSURANCE OF SAFETY

Workers of two types seem to be most likely to be injured - those who know too little to be conscious of danger and those who know so much that they have lost fear and become careless. The latter is illustrated by an accident in a cotton mill involving injury to the foreman, as reported in a recent issue of the "Industrial Accident Prevention Bulletin." The foreman and the chief engineer were overhauling a cone-driving shaft and during the operation the former's left arm was caught between the driving pulley and shafting of the next machine, which was in motion. Luckily, the injury was not permanent but it caused a loss of 5 weeks from work.

Investigation showed that it would have been easily possible to have had the neighboring machine stopped. Of course, the best way of eliminating such a hazard would be the fencing of all shafting - even that overhead, thus giving positive protection to the uninformed as well as to the oversure.

### SAWMILL ACCIDENT

The edger-man, though the whistle had blown, was finishing the sawing of an 8x21 cant thirty feet long. He set his saws for two ten-inch cuts and left the idler saw set at about six inches. An edging feathering up to one inch fell over onto the idler, was picked up and thrown back of the edger. Just at this moment a worker, who was taking this route as a short-cut out of the mill, passed behind the edger and was struck in the head by the edging and killed instantly.

Kickbacks from edgers have killed many workers in sawmills and these accidents could be easily avoided. The mill should be built so that it is impossible to pass behind the edger, fencing the area off it that is the only way of doing it.

### COLOR FOR SAFETY

Certain colors have for years been given definite meaning in our everyday life, such as the red and green of traffic lights. Within industry, too, certain colors have attained an established meaning; for example, green for safety and red for fire protection. Beyond this, however, there has been little uniformity in the application of color to industrial safety. Considerable experimentation has taken place, but lack of uniformity has tended to confusion. Red, widely used to denote fire protection, has sometimes been used to designate hazards, and sometimes to highlight machine guards. Yellow, too, has been given a variety of applications - from danger to safety.

The first broad move toward standardization of color for industrial safety was made by DuPont, working in conjunction with its color consultant, Fabor Birren of New York. The suggested DuPont color code was published early in 1944. As a result of the increased attention to color's importance, the War Department has sponsored American Standard consideration of a Safety Color Code for Working Physical Hazards. Work on the project is already under way, through a war committee of the American Standards Association.

### PREVENTION OF DUST EXPLOSIONS

Dust explosions are a hazard to more than a million American workers, employed in some 28,000 industrial plants whose annual production is valued at over ten billion dollars, according to the U. S. Census of Manufacturers. The protection of threatened workers and production against this hazard is covered in the 1944 edition of the National Fire Codes for the Prevention of Dust Explosion, recently issued by the National Fire Protection Association, 60 Batterymarch Street, Boston 10, Massachusetts.

The book, which is 176 pages in length and illustrated, covers such industries as aluminum bronze powder manufacture, plants dealing with magnesium powder or dust, coal pneumatic cleaning plants, flour and feed mills, pulverized fuel systems, spice grinding plants, starch factories, pulverising systems for sugar and cocoa, plants handling sulphur dust, grain elevators, wood flour manufacturing, and woodworking plants. The book also covers a standard method of using carbon dioxide or other inert gas for the prevention of explosions and fires.

### "WHICH JOBS FOR YOUNG WORKERS?"

Youth and inexperience prove a detriment to the safety of workers who at the ages of 16 and 17 are taking their places in the industrial world. Due to the industrial manpower shortage of the wartime period, the number of minors employed has been increased by many thousands. These young workers must be protected to preserve their skills for the future. In order to help industry in this task of safe employment, the U. S. Department of Labor is issuing a series of leaflets setting up advisory standards for employment in different industries and occupations. The first of the series is an introduction to the problem as a whole, and gives a general principles to be followed in all types of work.

The Children's Bureau suggests the adoption of the following three-point program for the safety of these young workers: (1) Employment in the Least Hazardous Jobs, (2) A Safe and Healthful Place to Work, and (3) Thorough Training and Close Supervision. All three points are discussed in the introduction to the series, with suggestions given as to where additional information may be obtained.

The industries covered in the leaflets available at this time are: Shipbuilding, lead and lead-using industries, employment involving exposure to carbon disulfide, employment involving exposure to chlorinated solvents, welding occupations, metal-working machines, and the aircraft industry. Advisory standards have been prepared for the paper and pulp, textile, and railroad industries as well and are now in the process of being printed. These will be ready for distribution in the very near future. In the preparation of these standards, the Children's Bureau confers with representatives and safety experts of the industry involved, receiving their suggestions before issuance.

Copies of the series "Which Jobs for Young Workers?" may be obtained by request to the Children's Bureau, U. S. Department of Labor, Washington 25, D. C.



### SPECIAL AGENT ORGANIZES INDUSTRIAL SAFETY GROUP

Lincoln, Nebraska, is looking forward to safer working conditions in the future and has organized an industrial branch of the Lincoln Safety Council to aid in achieving that end. NCCMPWI Special Agent Neil Callam is given the credit for having brought about this organization through his fine work with industrial leaders in the city. Field Representative A. N. Wold, State Chairman Otto Will, and Special Agent Cecil McGee addressed the organization meeting.

### IOWA CHAIRMAN PUBLISHES BOOK ON TRAINING

The conference or informal discussion method of handling problems and training in industry has been advocated by State Chairman Earl S. Baird of Iowa, Extension Professor of Industrial Management at Iowa State College, for some 20 years. Recently he has compiled and published a 47-page brochure entitled "Procedures and Aids for Conference Leaders in Industry" which describes in detail the use of the conference method.

### NCCMPWI ADVISORY COMMITTEE MEMBER APPOINTED REPRESENTATIVE OF AUSTRALIAN SAFETY COUNCIL

Baron D. Snider, a member of the California Advisory Committee of NCCMPWI, has recently been designated as representative of the National Safety Council of Australia. He is given the authority to represent the Council at conferences, as well as the responsibility of keeping them informed of safety activities in the United States. Through Mr. Snider it is hoped that even greater cooperation between our two countries will be achieved.

### PAPER AND PULP INDUSTRY DRIVE IN REGION IV

Region IV reports that 90 percent of the plants to be contacted in the paper and pulp industry drive had already been visited before the end of November, leaving an entire month for follow-up visits. Regional Representative Carl L. Smith attributes this to the fine cooperation and assistance of the Division of Safety and Hygiene of the Ohio Industrial Commission, as well as the splendid work of the National Committee members.

### JUNIOR CHAMBERS OF COMMERCE TO AID 40 PERCENT DRIVE IN REGION VIII

Several local Junior Chambers of Commerce in and about San Francisco will tie-in directly with the U. S. Department of Labor's drive for a 40 percent reduction in accidents, according to word from Regional Representative Donovan. Early in January these organizations will undertake an intensive campaign to stimulate "enrollment" of individual plants by personal contact.

Accident prevention is no new field to these organizations, which did such a splendid job several years ago in connection with the national campaign to "Stop the Seventh Column."

### SPECIAL AGENT AND SAFETY COURSE GRADUATE REDUCE ACCIDENT FREQUENCY

Special Agent Walter Fox and a 96-hour Safety Engineering Course graduate at the San Equipment Company of Syracuse, N. Y., have succeeded in reducing the frequency rate from 130.44 to 0.0 in the last few months. Special Agent Fox was requested to visit the plant and after making a survey suggested the appointment of the course graduate as a part-time safety man to carry out a campaign of accident prevention. The 130.44 frequency rate was for the first quarter of 1944; in the second quarter it dropped to 55.0; it was 50.0 for the third quarter, and the perfect score for October indicates that it will drop much lower in the last quarter of 1944.

### SAN FRANCISCO GRADUATES FORM DISCUSSION GROUP

"Do we want to go on making better safety engineers of ourselves?" - that was the question posed to members of a recently graduated safety class by one of its members who wished to organize a permanent discussion group.

Evidently most of the graduates wanted to further improve their knowledge and efficiency, because the discussion group was formed and has been holding regular monthly meetings since last September. The meetings, which follow dinner, consist of a tour of some shipyard or industrial establishment and a discussion period. The group is under the general guidance of Regional Representative Donovan who as class instructor inspired the group in its continuing quest of knowledge.

### CONTINUING SERVICE ONLY SURE WAY TO SUCCESS

Back in the fall of 1941, Special Agent Harry H. Berman of Maryland made his first safety service call on a Maryland textile plant employing 450 workers. With a frequency of 13.58, the plant was showing an experience nearly double that for textile establishments reporting to the National Safety Council in 1940, and Mr. Berman soon convinced management that a well-organized safety program would help bring the plant's record up to standard. As a result a new safety program was instituted, under the personal guidance of the plant president.

A year later Special Agent Berman checked back, to find that the safety program, neglected for "mere pressing" problems of production, had completely bogged down. The frequency rate had shot up to 37.66, and severity, which at the time of his first visit had been at a low of .24, had climbed to 1.53. After re-arousing management interest, Mr. Berman made a number of repeat calls to revitalize and expand the previous program and to guide it through its initial stages.

By the next summer frequency and severity rates had been reduced by 50 percent, and the frequency for the year 1943 was held to 15.75 with a severity of only 0.22.

### WASHINGTON STATE CHAIRMAN RESIGNS

Andrew F. Schmitz of the Waterfront Employers Association, who has been serving as State Chairman in Washington, has resigned as he feels that it is impossible for him to continue to carry this added responsibility.

### CARE OF GOGGLES AND RESPIRATORY EQUIPMENT

A 12-page manual setting forth "methods of maintaining, sterilizing, testing, and the use of respiratory equipment and goggles" has been compiled by Harry Guilbert, Special Representative of the National Committee and Director of Safety for the Pullman Company. The manual includes detailed instructions and diagrams for the installation and use of a respirator and goggle maintenance room which should prove of value to plant safety supervisors.



### REGION VIII USES IMPROVED APPROACH TECHNIQUE

The small plant manager or superintendent, often so hard to shake out of his complacency, is responding to a new technique now being used in Region VIII. The plan consists of urging the manager to get out his file of casualty insurance cases and review all disabling cases during the year. As the cases are read, the Special Agent records the information on a Disabling Injury Form, a sheet of paper ruled off lengthwise in five columns with the following notations in each column: OCCUPATION (who) - TYPE OF ACCIDENT (how) - DESCRIPTION OF INJURY (what) - CAUSE OF ACCIDENT (why) - DAYS LOST.

In several first cases where this method was used the contrary manager was amazed at the list of his disabling injury cases and admitted that he had never before seen them broken down into the various elements. In this frame of mind he was ready to listen to reason and accept advice from the Special Agent.

### NEW SPECIAL AGENTS

The following newcomers to the National Committee have been issued Special Agent's credentials:

Anthony Barbose of Luzerne, Pennsylvania, Safety Director of Hazard Wire Rope Company, Wilkes-Barre.

Claude B. Gilchrist of Watertown, New York, Personnel and Safety Director of the Bagley and Sewall Company.

William Allen Jordan of Ashland, Kentucky, Training Adviser of the American Rolling Mill Company, Ashland Div.

Karl Fred Krieg of Cincinnati, Ohio, Safety Engineer for the Crosley Corporation.

Harold Clark Miller of Cincinnati, Ohio, Utilities Supervisor and Safety Engineer of the Emery Industries, Inc..

John Paul of Los Angeles, California, Safety Engineer for Lockheed Aircraft Corporation at Burbank.

Richard Washington Shortill of Dayton, Ohio, who is Safety Director for The National Cash Register Company. He has been with the company for nearly 40 years.

Harry Albert Thibodeau of Trenton, New Jersey, is Director of Safety of the Eastern Aircraft Division of General Motors Corporation at Linden.

Ralph Kenton Truitt of Cincinnati, Ohio, Safety Engineer for Delco Products at Norwood.

#### HONOR ROLL

Since the November 15 issue of "Industrial Safety Summaries" the following have been added to the list of those having received certificates and merit bars for their services on the National Committee.

#### REGION VI

Indiana - State Chairman Wayne W. Whiffing, Special Agents Joseph C. Bernd, Charles Bridges, G. R. Cummings, Henry G. Day, Dr. Thomas Dobbins, Harry E. Fahrenbach, Alex S. Hetherington, Ben L. Hill, John Q. Kirkpatrick, John P. Stephenson, and Allen G. Whisman.

#### REGION VIII

California - Special Agents Rolland B. Ahern, Charles G. Caskey, Leonard R. Flicker, Frank F. Hatton, Warren E. Lovejoy, James E. MacDonald, Raymond B. Sens, and Wallace I. Terry, Jr.

Idaho - Special Agent Paul V. Black

#### REGION IX

Missouri - Special Agents George M. Burns, Peter A. Lovejoy, Herbert G. Miller, and Reyburn P. Hoffman.

Iowa - Special Agents Felix G. Grabau, Paul L. Mercer, and Edward H. Cunton.









331.8205  
UNIT 7

# Industrial Safety Summaries



JANUARY 15, 1945

U.S. DEPARTMENT OF LABOR  
DIVISION OF LABOR STANDARDS



# United States Department of Labor



## CERTIFICATE OF SAFETY ACHIEVEMENT

IN RECOGNITION OF THE OUTSTANDING ACCIDENT PREVENTION EFFORTS OF

WHICH RESULTED IN REDUCING WORK INJURIES DURING THE PERIOD JANUARY THROUGH JUNE 1945, TO  
A DEGREE THAT HAS MATERIALLY INCREASED PRODUCTION ESSENTIAL TO THE WAR EFFORT.



## UNIVERSITY OF ILLINOIS

## CERTIFICATE OF SAFETY ACHIEVEMENT

Reproduced in the inside front cover of this issue is the "Certificate of Safety Achievement" which will be awarded to plants qualifying under the 40 percent accident reduction campaign. There are two periods of qualification, the last 6 months of 1944 and the first 6 months of 1945. A plant may qualify during either of these periods by achieving a reduction of at least 40 percent in the frequency rate from the same 6-month period of the preceding year. Where specified the award will be made jointly to plant management and a local union, with certificates to each.

The certificate will be 16 by 20 inches and will be printed in red and blue. The Department of Labor head and the name of the plant, or the plant and union, will be in red, the committee seal in red and blue, and the remainder of the printing in blue.

All applications for award must be cleared through State and Regional NCCMFWI offices for approval. Application forms have been distributed to National Committee Special Agents.

ACCIDENT RATES SHOW DECREASE  
IN INJURIES

The average industrial injury frequency rate of 20.2 for August was only slightly lower than that of 20.4 for July but there was a decided drop in September to 18.2.

Eighty-seven manufacturing industries were covered in the study for September and 55 of these showed a lower frequency than in August. Fourteen industries experienced the lowest injury rate so far recorded in 1944.

The cumulative frequency rates ranged from a low of 5.9 for the women's clothing industry to 55.3 for the sawmill industry. There were nine industries whose cumulative rates were less than 10, but there were seven with frequencies of more than 40.

The picture for the entire 9-month period shows a 6.28 percent decrease from the same period in 1943. In 1943 the cumulative rate for the nine months was 20.7 and for 1944 it is 19.4.

DEPT. OF LABOR SAFETY ENGINEER REPRESENTS  
U. S. AT I.L.O. LONDON SAFETY MEETING

Senior Safety Engineer R. P. Blake of the Division of Labor Standards is one of the two delegates selected to represent the United States at a meeting of a newly organized safety committee of the International Labor Organization to be held in London early in February. The other delegate is Cyril Ainsworth, Assistant Secretary of the American Standards Association.

The meeting was called by David Vaage, Chief of the Safety Service of the I.L.O. primarily for the purpose of considering a draft "Model Safety Code for Factories" which was compiled for the Organization by Sven Kjaer, former chief of the Bureau of Labor Statistics' Industrial Accident Statistics Section. Mr. Kjaer, who is serving the Organization as a safety consultant will also be present at the London meeting.

In addition to discussing the draft code, the committee will also consider other fields of safety work open to the I.L.O., such as the issuance of safety promotional material and the furtherance of international standards of machine guarding to facilitate the building-in of guards at manufacture.

The committee's recommendations, both as to the proposed standard and additional safety activities will be submitted to the Organization's Governing Council for consideration and approval.

WISCONSIN PLANS EXPANDED SAFETY INSPECTION

The Wisconsin Industrial Commission has asked for an increase in its appropriation in order to provide more adequate factory inspection and safety education. Voyta Wrabetz, Commission chairman and also a member of the State Advisory Committee of the NCCMPWI, stressed this need by pointing out that the tremendous flow of war production caused a rise in reported accidents from 22,109 in 1939 to 37,200 for 1943. The total for 1944 will probably be even higher, as evidenced by 32,093 injuries that have occurred in the first 10 months. Mr. Wrabetz estimates that there will be little decline in Wisconsin's industrial population after the war.



#### FEDERAL SAFETY MEN PREVIEW "SIGHT SECURITY"

SIGHT SECURITY, the new industrial eye-safety picture featuring Milt Bowman was previewed in Washington on January 8 by a group of several hundred safety engineers representing the War and Navy Departments, the Maritime Commission, and other Federal agencies interested in industrial safety. The film showing was preceded by a brief program during which Verne A. Zimmer, Director of Labor Standards, outlined the U. S. Department of Labor's Eye Safety Program, Daniel Ring, Director of Shipyard Labor Relations of the Maritime Commission, explained its effective use by his agency, and Milt Bowman gave a brief account of his job of carrying the message of eye safety to management and workers in the country's war plants and shipyards.

Prints of the picture will be sent to the field offices of the Department's National Committee as soon as possible, where they will be available for short-term loan to local industrial establishments. Since there will be but one print available for each office, Departmental loans will necessarily be limited, but sales prints will be available through the producer. The film is not a "one-shot" affair, and should constitute a valuable addition to the safety library of safety groups and industrial establishments.

#### VIRGINIA INSPECTORS ATTEND SAFETY SCHOOL

The safety inspection staff of the Virginia Department of Labor and Industry were given a safety course during the week of December 11, by R. P. Blake, Senior Safety Engineer of the U. S. Department of Labor. The course, the third given the Virginia staff, was arranged by Commissioner John Hopkins Hall, Jr.

Since the inspectors had already received the fundamentals of factory inspection in their early courses, the main emphasis in the December school was placed upon the opportunities for safety consultant service open to factory inspectors. An outline of the course covers such factors as stimulating management interest, accident record analysis, accident investigation, and contact with foremen, supervisors, and safety committeemen to evaluate the practical operation of a safety program. As is usual in such schools, classroom work was interspersed with plant visits. The course closed with a reiteration of the fundamentals of safety and factory inspection procedure.

### RETIRES AFTER 33 YEARS IN SAFETY WORK

John Roach retired from his position as Deputy Labor Commissioner for the State of New Jersey in December 1944, after 33 years of service with the State Labor Department.

Mr. Roach, as a leather currier, became interested in organized labor and served as president of the Tanners and Curriers International Union from 1900 to 1911. As a member of a group of labor representatives he had part in the passage of one of the first workmen's compensation laws in this country.

As a natural result of his work in this field, he was appointed to the New Jersey Labor Department in 1911. In the course of his service he has been the initiator of several progressive steps in the field of industrial safety and hygiene that have been adopted throughout the country. A recent example of this is the New Jersey Welding Code which, after re-printing and distribution by the U. S. Department of Labor and voluntary adoption by a number of organizations, became the basis for the standard for safety in welding recently adopted by the American Standards Association.

Honored in the State of New Jersey in 1939 as the man who had done most toward the prevention of accidents in the State, and recognized as outstanding throughout the field of safety, Mr. Roach's retirement will be a loss.

### NEW NON-FOG SAFETY GOGGLE

A new non-fog goggle will be on the market in the near future, according to a note in a recent issue of Taylor's Compensation Digest. The wearer, in the course of normal breathing, draws in outside air through an intake valve in the rubber frame and exhales through an outlet valve in the protruding nosepiece. This removes moisture from inside the goggle before it can condense on the plastic lenses. It is claimed that this new safety device will not cloud under any circumstances, and also that it is an excellent protection against particles in the eyes. The new product was developed and will be marketed by the Polaroid Corporation.



### WOODWORKING DRIVE BRINGS FORTH SPECIAL FOREMEN'S SAFETY MANUAL

A special safety training manual for foremen in woodworking plants is now being prepared for use in connection with the current safety drive for planing mills and wooden container plants. Prepared by a committee of experienced safety engineers from woodworking plants and insurance companies, the manual will stress the key position held by foremen in accident prevention and will discuss the causes and prevention of injuries resulting from unguarded machinery, unsafe conditions, and hazardous work practices. It will provide a check list to assist the foremen in detecting and correcting hazardous physical conditions, and set forth fundamentals in the training and supervision of workers in safe work practices.

### MANY A TRUE WORD ...

A South American, one of the governmental representatives in this country studying our safety and health programs under sponsorship of the United States Department of Labor, visited a small plant. The conditions he found were far from ideal and his reported comment read: "In the office I read a statement which I do not accept for accident insurance, but in this policy, and I quote, 'God is in this house,' there may be truth. Having no accident prevention program and so few accidents, it is only possible through the grace of God."

### GOOD HOUSEKEEPING REDUCES ACCIDENTS

A campaign for good housekeeping in the Walsh-Kaiser shipyard has shown definite results. Accidents caused by stepping, striking, and falling to the same levels - largely caused by poor housekeeping - were materially reduced. In July there were 51 accidents in these categories, and in August the number was reduced to 25 - more than a 50 percent reduction.

The campaign for good housekeeping included a series of articles in the Walsh-Kaiser house organ, The Yardarm. These dealt with the subject in general and also suggested definite ways for various workers - such as riggers, erectors, and handlers of lines - to help in improving conditions.



## UNIONS PROMOTE SAFE WORK PRACTICES

Two excellent examples of how labor unions can effectively promote safe work practices among their members exist in a little folder published by the International Ladies Garment Workers Union and a quarter-page in a recent issue of the International Woodworker, official publication of the International Woodworkers of America.

The ILGWO folder, entitled "Brother, Can You Spare a Finger?" outlines hazards facing members of the trade and gives concrete suggestions as to how they can be eliminated through safe work practices. Need for first aid, good housekeeping, safe machine practices, and safe materials handling are among the subjects covered in the effective presentation which reminds the reader that "A moment invested in care may yield a lifetime in return."

The International Woodworker article explains "The Cost of 'Accidents,'" using figures from the Oregon Industrial Commission and examples based upon the logging industry. It outlines the cost of accidents to employers, to the injured, and to society. It reminds the still uninjured that as part of society they share the cost of accidents, and closes by reminding the fortunate non-victim - "Also, remember that YOU MAY BE THE NEXT EMPLOYEE VICTIM."

### • HOW A SAFE WORKER IS MADE

A safe worker isn't just naturally that way. It takes the thought and effort of someone - and the foreman or supervisor is the one most likely to succeed - to make an ordinary worker into a safe worker. The best method is to begin when he starts on the job. Here is a five-point program for foremen to follow in introducing new men to their jobs and the importance of accident prevention, as suggested in Safer Oregon for November.

1. Outline the plant safety program as a whole.
2. Show him how to do his job safely - pointing out what will happen if he doesn't follow the rules for safe practice. Include use of protective clothing and equipment as well as safe practices and conditions.
3. Introduce him to fellow workers, asking them to help in training him properly.

4. Introduce him to Safety Committee members - permitting them to discuss plant safety activities. This should be planned with the Safety Committee so as to make the best possible approach to the new man.

5. Last, but far from least, check and double check to see that you are getting what you are after - A SAFE WORKER.

#### FOREMEN'S SAFETY COURSE BRINGS RESULTS IN FEDERAL PRINTING OFFICE

A two-thirds reduction in injuries to employees of the United States Government Printing Office during the last half of 1944 - that is the consequence of the 20-hour safety course for foremen according to printing office spokesmen. This new example of the effectiveness of the course, and renewed witness to the importance of supervisors in safety, has prompted the Civil Service Commission to stimulate more widespread use of the course by training officers in Federal Agencies.

#### SAFETY AND 16,000 HOURS OF CONTINUOUS OPERATION

The Central Fibre Products Company of Denver, Colorado, recently completed 16,000 hours of continuous operation - 678 days of 24-hour operation without a breakdown, and with an improving frequency rate during the whole period. The plant set-up was a "perfect" one for a mounting number of injuries - with old machinery, peak production that was straining the resources of the plant, and inexperienced employees. But, in spite of these difficulties this fine record was achieved.

In 1942 a visit was made to the plant by Special Agent Bulot. He found management anxious to cooperate. So he and Special Agent Kelly, then Chief Factory Inspector for Colorado, drew up a list of recommendations for safety and sanitation. Mr. Wise, plant manager, made every effort to carry out these recommendations with resulting frequencies of 33.00 in 1943, 11.20 for the first 6 months of 1944 and 0.00 for the second 6 months of 1944.

#### ELEVENTH NATIONAL CONFERENCE ON LABOR LEGISLATION

The complete committee reports and resolutions adopted by the Eleventh National Conference on Labor Legislation, which met December 12, 13, and 14 in Washington, D. C., are now available in multilith form as Bulletin No. 72 of the Division of Labor Standards of the U. S. Department of Labor. A limited supply of the bulletin may be obtained by request.



### SABOTEUR

Sometimes they call me an enemy agent ... and at other times they tell me they can't get along without me. I guess they're right on both counts. Sometimes I work for the Axis ... sometimes for the United Nations. I am never neutral.

What side I'm on depends on the company I keep. It's all up to the fellows I work with. Although I am hard and brittle ... a FILE has to be these days ... my mind is very pliable, and I can be influenced to work for either side.

It makes me mad when fellows make me work naked ... without a handle. It may sound silly to you, but a handle is the only protective clothing I've got, and I don't like to work without it. Of course, I get back at the boys for making me work without a handle ... there's many a wrist I've slashed. That's when they call me a saboteur. That's when the safety director begins to make those speeches about production-hours lost. But ... can you blame me?

Like a lot of other people, there are certain types of work that I like and other types I hate. I like to get my teeth into metal, and slowly grind away. I hate to be used as a pry bar, for example. Sometimes I get so mad about this that I snap right back. And when I snap back, I'm not fooling, as a lot of fellows can testify. The same thing goes for my being used as a punch or a chisel. I'm just not happy in that type of work, and I've got ways of getting even with people who use me that way.

Talk about getting mad ... nothing makes me madder than the way some fellows use me around a lathe. They file right-handed. Any darn fool knows you should file left-handed. If you file right-handed, your body is too close to the revolving chuck, and your left arm practically encircles it. There's dynamite in a situation like that, but some fellows will never learn.

You'd think that because of my valuable services, I'd get a little courtesy and respect around the shop. I do get a little ... very little. For example, I'm likely as not to be placed in a hip-pocket, along with some old chewing tobacco, nails, keys, etc. ... That's a lousy way to treat a self-respecting file. Can you blame me for stabbing a fellow in the back whenever I can, for such treatment?

And in my old age, when I deserve rest and retirement, some slave-drivers continue to push me along. That makes it tough for me, but if they had any sense they'd know that they were making their work doubly hard for themselves.

--GMC Truck & Coach Factory News



### "TEMPORARY" MEASURES CAUSE DEATH

A temporary scaffold in a maritime shipyard was to be in use such a short time that it wasn't thought worthwhile to fix the boards. An electric welder working on the scaffold stepped on a part of it which turned out to be unsupported, the board tilted, and he fell to the deck. The board fell on his head, fracturing his skull and causing death. It may be unusual for death to result from a fall such as this, but many less serious casualties are frequent. All staging, no matter how temporary, should be fastened firmly before workmen are allowed on it.

### HELPLESSNESS PROVES HURTFUL

At a shipyard a pipefitter received a bad burn from the misdirected helpfulness of a fellow worker. They were working in the engine room when some flammable material or gas in the lubricating oil tank caught fire. The pipefitter, who knew how to put out a fire of this type, tried to close the cover of the tank and smother the flame; but his fellow worker in great haste threw water on it. The result, of course, was a flare up and the pipefitter's face was burned.

All workers, and especially those who are working close to gases and oils that might catch fire, should be instructed in methods of putting out fires of various types and taught to use the equipment provided for fire-fighting.

### ACCIDENT PREVENTED

An emery wheel broke ... but the usual sequence to such an occurrence, "and the worker was injured by flying particles," was in this case changed to - "and it ran for more than 10 hours and did not fly apart."

The description of an accident resulting from the breaking of an emery wheel that appeared in the O. I. C. Monitor prompted M. C. M. Pollard, safety director of the National Gypsum Company and NCCMFWI Special Agent in New York, to write about a device he has found effective in preventing such accidents. It is a safety washer that is attached to either side of the emery wheel. This disc is rubber-faced and clings to the wheel in such a way as to hold it together if a break occurs - even as long as 10 hours.

### "JAWS THAT-KNOW NO MERCY"

In the December issue of the California Safety News these words were used to describe the hazards presented by revolving gears. As proof of and to illustrate the aptness of the description, there were four cases given...all of them amputations. They are similar in that each worker involved was engaged in greasing or "doping" and came in contact with the moving gears.

"Case 1: Loss of right hand. The victim attempted to apply grease to a huge ring gear under a dragline while the machine was in motion. He was using a hand brush for the job and in some manner managed to get his right hand caught between the teeth of the ring gear and pinion gear. The victim emerged from under the dragline holding his right arm in the air minus a brush and a hand.

"Case 2: Amputation left hand at wrist. A crane operator was engaged in "doping" a set of gears that transmitted power to the hoisting drum. The motor was idling and the victim was alone in the cab. He accidentally leaned against the clutch lever setting the gears in motion and the result is described in the first sentence.

"Case 3: Right leg amputated below knee. The victim was alongside a belt conveyor applying belt dressing. The cuff of his overalls was caught between the bull and pinion gears dragging his leg into the mesh or teeth of the gears.

"Case 4: Loss of four fingers and part of thumb on right hand. The injured man was wearing gloves and he leaned over a gear guard enclosure to grease a crown gear. The glove was caught between the crown and pinion gears and the victim was unable to shake his hand loose from the glove before the gears did their damage."

These four cases are only too typical of accidents that could be prevented so easily. Machinery should be oiled, unless entirely impracticable, only when not in motion. In any case, gears wherever located should be guarded and workers doing this type of work should avoid loose clothing and gloves and use cans with long spouts to keep their hands out of danger.



### SAFETY IN CONSTRUCTION

Construction has long constituted the greatest single source of work injuries, although its importance has declined during the war years as a result of the decline in construction activity and the tremendous expansion in manufacturing. But with reconversion, safety in construction will again take its place as a major problem. The U. S. Department of Labor's Bureau of Labor Statistics estimates that employment in this field will increase by some 150 percent in the post-war years, taking up much of the slack resulting from decreased manufacturing operations.

In view of this it is encouraging to note two factors which will spell more active and more effective safety in this field. First is an increasing realization by construction firms of the value of safety in building and holding public goodwill. The railroads, airlines, bus companies, and trucking lines have successfully capitalized on good safety performance as a tool of public relations. The contracting industry, which has such a peculiar fascination for the "man on the street" is in a unique position to use safety in the same way. And, while the efforts of a few safety-minded contractors will be helpful, it will take the combined efforts of the industry as a whole to achieve the best possible results.

The pattern for better safety in construction now exists in the form of "The American Standard Code for Building Construction," A10.2-1944. The code committee was first organized in 1930 and several draft standards have been completed in the interim. But the absence of any widely accepted standards in the industry militated against general agreement and was responsible for the delay in producing a finally approved standard.

The code incorporates the best practices used in construction throughout the country, setting them forth in the simplest form possible so as to make them available to contractors in general. The code applies only to building construction, and covers thirteen major points - demolition, excavation, welding, piling, handling and storing material, blasting, compressed air work, derricks, scaffolds, ladders, hoists and elevators, temporary floors, etc., housekeeping, and temporary wiring and lighting. The code may be obtained from the American Standards Association, 75 East 45th Street, New York City 17.



"WHICH JOBS FOR YOUNG WORKERS IN SHIPBUILDING?"

Shipbuilding is an industry which has expanded tremendously during the war years. To satisfy the demand for needed additional labor when adult help becomes scarce, many more 16 and 17 year olds are being employed. These youngsters, inexperienced and because of their youth more likely to take chances, must be given special consideration when placing them in jobs.

The Department of Labor, through its Children's Bureau, has formulated an advisory standard to be used as a guide in placement of 16 and 17 year old workers in shipyards. The general plan outlined suggests employment as apprentices, mechanic learners, helpers, or as trainees. Safety instruction and strict supervision and direction in training is emphasized. On the basis of a recent study of the hazards of shipyard employment, the standard lists the kinds of work to which these young workers should be limited during the first 6 months or year of employment and kinds of work which they should not do at any time.

## SAFETY AND EMPLOYMENT

A case recently reported through the National Committee in the New England area is indicative of the feeling among many workers about safety in industrial plants. Army Ordnance requested the help of NCCMPWI in building up employment in a war plant, which was lagging badly.. It was found that a whispering campaign had been going the rounds - "Very high accident rate there; unsafe place to work." After the story of the actual facts - which included a 60 percent reduction in accidents - was publicized and assurance was given that management was interested in safe working conditions, there was a 20 percent increase in employment.

The management which thinks safety is a headache and not worthwhile has another "think" coming. Workers are becoming more and more interested in places with a reputation of being safe, and are happier - and therefore more productive - in such surroundings.

## FROM 208 TO ZERO IN 6 MONTHS

The Precision Castings Company of Fayetteville, New York, has achieved a noteworthy 6-month frequency reduction ...from 208 in April to 0 in September. The efforts of Special Agent Walter L. Fox are largely responsible for this great improvement in accident experience.

Mr. Fox first visited the Precision Castings Company in November 1942 and made a number of recommendations to management. In January 1944 he returned to find that the safety program was lagging badly and the frequency was very high. In order to promote a program that would not demand his constant follow-up he made a number of proposals. First, the formation of a Foremen's Safety Committee and the appointment of a Safety Director...the man selected for the place of Safety Director was a 96-hour training course graduate. Second, stimulation of interest among the foremen in the 20-hour training course. Mr. Fox taught the class of more than 65 foremen that resulted. Third, interesting the workmen in general by forming a Workmen's Safety Committee and instituting a Safety Suggestion System.

The following frequency rates give evidence to the success of Special Agent Fox's service to the Precision Castings Company:

<u>April</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>August</u>	<u>September</u>
208	133	91	4	34	0

SPECIAL AGENT IN REGION VIII FINDS  
NEW APPROACH EFFECTIVE

Special Agent Lee Johnson of California in a recent report told of how he had invited the production manager and safety engineer of one plant over to watch the safety committee of his plant in operation. The result was very satisfactory, as the management to whom he was trying to sell a safety program was quite impressed and has patterned one after it. "Seeing is believing."

FIELD REPRESENTATIVE LEAVES NCCMPWI

Rufus W. Owen, former Field Representative for the National Committee in Region VII, has resigned to take a position with a newly formed stock casualty company. He will serve as Vice President and Safety Director of the Continental Fire and Casualty Insurance Corporation. Mr. Owen has been with the U. S. Department of Labor since July 1941, when provisions were first made for a full-time field staff.

ALL THREE SAFETY "E'S" NECESSARY

A frequency of 48 - including two hand amputations within 8 months - that was the situation facing a Louisville, Kentucky, bakery. It wasn't lack of management interest in safety - that was certain - for all machines had been equipped with guards and a set of rules on safe practices had been carefully worked out and posted. Engineering and Enforcement, two of the three "E's" of safety had received attention.

But the third "E" - Education - had been sadly neglected. And so, on the recommendation of NCCMPWI State Chairman Zachari, who visited the plant with Commissioner of Industrial Relations L. C. Willis and Factory Inspector William Baumbisberger, management has undertaken an intensive program of safety education. Shop safety meetings are being held. The safety committee has been enlarged and new importance has been attached to committee membership through the issuance of special badges. And the assistance of the local union had been enlisted so that the workers can be approached through their own organization upon the importance of protecting themselves and their fellow workers from the consequences of careless work practices.



## WASHINGTON MAPS BOWMAN ITINERARY

A good many requests continue to come in from all sections of the country literally pleading for Bowman (the "eye guy") to be assigned to specific plants. Easily, 50 percent of these requests have had to be turned down because Bowman couldn't spread himself that thin.

So that Mr. Bowman can cover a maximum number of requests, the Washington office has allocated his time to the various regions as outlined in the following schedule. Arrangements for appearances within the regions will be made through the Regional Representatives, so requests for appearances should be directed to the regional offices.

NCCMFWI REGIONTIME ALLOTMENT

Region V	January 10 - February 3
Region VII	February 5 - March 3
	<u>March 5 - April 4 - No assignments</u>
Region IX	April 12 - 24
Region VIII	April 30 - June 23
Regions II & III	July 5 - August 18
Region I	August 20 - September 15
Region IV	September 17 - 29
Region VI	October 1 - November 3

## NEW SPECIAL AGENT

John Wilson Welch has been added to the role of Special Agents for the National Committee. He is Industrial and Public Relations Manager for the W. L. Douglas Shoe Company of Brockton, Massachusetts. Formerly, Mr. Welch was a member of the field staff of the Division of Labor Standards and is continuing his work for safety as a Special Agent.

HONOR ROLL

Since the December 15 issue of Industrial Safety Sum-  
maries, the following dollar-a-year men have been recommended  
and approved for presentation of merit bars and certificates  
in recognition of their outstanding service with the National  
Committee.

REGION III

Maryland - Special Agents H. H. Berman, A. B. Metzger, and  
L. E. Mitchison

REGION V

Florida - Special Agent Dennis J. Brett, Jr.

Georgia - State Chairman Robert Wolcott and Special Agent  
Robert A. Arthur

Mississippi - Special Agent Harold W. Garner

Tennessee - Special Agents Harry C. Harrington and Kenneth  
Y. Umberger

REGION VIII

California - Special Agents Leslie C. Burger, Ernest Dutcher,  
Rodney B. Hecox, Lee B. Johnson, Howard Miller, S. T. Smith,  
A. W. Turner, and E. E. Wilson

REGION IX

Colorado - State Chairman Albert A. Klinge, and Special Agents  
Earl G. Martin and George J. Stemmler

Kansas - State Chairman S. B. Horrell and Special Agents  
Seebrook P. Redfearn, and Donald F. Thomas

Nebraska - Special Agents Erwin C. Hild, and C. T. Skarolid

Wyoming - Special Agent Oliver P. Reed







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UNIT

# Industrial Safety Summaries



FEBRUARY 15, 1945

U.S. DEPARTMENT OF LABOR  
DIVISION OF LABOR STANDARDS





MAY 8 1945

February 15, 1945

UNIVERSITY OF ILLINOIS

## WORK INJURIES DECREASE IN 1944

Preliminary estimates of industrial accidents for the year 1944, compiled by the U. S. Department of Labor's Bureau of Labor Statistics, indicate a decrease of nearly 8 percent from the number of disabling injuries suffered by American workers in 1943. The total of 2,230,400 is broken down by extent of disability into 15,900 fatalities, 1,700 permanent-total disabilities, 94,400 permanent-partial disabilities, and 2,118,400 temporary-total disabilities.

Time Loss Down

The amount of lost working time is estimated to be about 43½ million workdays. This represents a decrease of approximately 10 million from 1943 - equivalent to full annual employment for 33,000 workers. But the lost time is equivalent to full annual employment of 145,000 workers - a serious loss, particularly in view of the wartime strain on our resources. When the standard time charges for the deaths, permanent total and permanent partial disabilities are added, the economic time loss rises to nearly 223 million employee days, compared to 274 million in 1943.

Drop in Severity Indicated

It is encouraging to note that not only has the number of accidents decreased, but the severity has declined. The fact that the number of days charged for permanent partial disabilities is on the average 782.8 for 1944 as compared with 911.1 for 1943, indicates a decided moderation in the severity of the accidents that occurred. The percentage of decrease in the fatalities and permanent-total disabilities from the 1943 figures is 12.4 as compared with the over-all decrease of nearly 8 percent, offering further evidence of the lessened severity.

Secretary Perkins Sees Results of Safety Program

Commenting on the Bureau's 1944 estimates, Secretary Perkins said: "Here is additional proof that attention to unsafe working conditions and the elimination of unsafe work practices through adequate instruction and supervision of workers can bring about marked decreases in work injuries. During the 4-year period ending June 30, 1944, the field safety experts of the U. S. Department of Labor brought a working knowledge of industrial safety techniques to nearly 30,000 plants engaged in the production of war materials.

Estimated Number of Disabling Injuries by Industry Groups  
1943 and 1944

Industry group	All disabilities		Fatales		Permanent disabilities		Temporary-total disabilities	
	1943	1944	1943	1944	1943	1944	1943	1944
TOTALS	2,414,000	2,230,400	18,400	15,900	109,700	96,100	2,285,900	2,118,400
Agriculture <u>1/</u> .....	311,900	311,900	4,800	4,800	16,000	16,000	291,100	291,100
Mining and quarrying <u>2/</u>	96,400	92,100	2,000	1,700	4,400	4,200	90,000	86,200
Construction <u>3/</u> .....	260,100	99,600	2,500	1,100	13,000	3,700	244,600	94,800
Manufacturing <u>4/</u> .....	802,500	786,900	3,100	2,900	34,400	35,700	765,000	748,300
Public Utilities <u>5/</u> .....	19,700	19,300	400	400	500	500	18,800	18,400
Trade <u>3/</u> .....	268,400	273,800	1,100	700	6,700	6,100	260,600	267,000
Railroads <u>5/</u> .....	85,400	92,400	1,300	1,200	6,100	6,700	78,000	84,500
Miscellaneous								
transportation <u>3/</u> ....	146,000	135,100	1,300	900	4,200	4,200	140,500	130,000
Services, government, and miscellaneous industries <u>3/</u> .....	423,600	419,300	1,900	2,200	24,400	19,000	397,300	398,100

1/ Based on fragmentary data.

2/ Based largely on Bureau of Mines data.

3/ Based on small sample studies.

4/ Based on comprehensive survey.

5/ Based on Interstate Commerce Commission data.

"In addition, the Department's war safety training program had resulted in the basic training of 65,000 key production supervisors and some half million foremen. It is more than likely that the tremendous increase in general safety consciousness and improved safety knowledge resulting from this extensive work, supplemented by the activities of other safety groups in both government and private industry, has been largely responsible for the better accident record during 1944.

#### Praises Cooperation of Management and Labor

"It is gratifying to note that management has been able to do a better safety job under trying war conditions. Equally encouraging is the fact that labor organizations are beginning to realize that accident prevention programs are vitally important to them.

#### The Job Is Not Finished

"There is still a tremendous job to be done, for nearly all work injuries can be prevented. They represent an inexcusable economic waste, aside from all the pain and suffering they entail. During 1945 the U. S. Department of Labor will continue to render every possible assistance to management, labor, and organized safety groups."

#### W. E. JACOBS, SR., APPOINTED LABOR COMMISSIONER IN TENNESSEE

Governor Jim McCord of Tennessee recently appointed to the position of Commissioner of Labor the manager of the Nashville district Social Security Board, W. E. Jacobs, Sr. Mr. Jacobs succeeds S. E. Bryant in this post.

The new labor commissioner has served as manager of the Nashville district Social Security Board for the past 9 years. Prior to that he was labor commissioner under the administration of Governor Hill McAllister. Mr. Jacobs came into public office after having been many years with the Louisville and Nashville and Tennessee Central railroads. As a member of the Order of Railway Conductors, he served as chairman of its legislative and schedule committee.



PERMANENT SAFETY PROGRAM UNDER CONSIDERATION BY  
WISCONSIN FEDERATION OF LABOR

The Wisconsin Federation of Labor's Executive Committee is now considering a resolution to make safety a permanent part of its program. The resolution was introduced at the 1944 convention by the International Brotherhood of Boilmakers, Iron Ship Builders and Helpers of America, whose interest in safety has been evidenced before now. It was their request in 1941 that prompted the publication of "Control of Welding Hazards in Defense Industries," Special Bulletin No. 5 of the Division of Labor Standards of the U. S. Department of Labor.

The resolution provides for the setting up of a Labor Safety Advisory Committee and also the employment of a full-time Safety Director. The text is as follows:

"Resolved, By the Wisconsin Federation of Labor in annual convention assembled, that the Wisconsin Federation of Labor organize and set up a Labor Safety Advisory Committee, to work in conjunction with the Industrial Commission for the purpose of furthering general safety work throughout the state of Wisconsin, and be it further

"Resolved, That the Wisconsin Federation of Labor employ, through its Labor Safety Advisory Committee, a full-time Safety Director, whose duties will be to travel throughout the state at scheduled intervals, address and meet with labor union locals and other organizations, and in general to do all things necessary in the education and promotion of safety standards among the laboring man."

135 WORKERS IN 3 MONTHS BENEFIT BY  
VIRGINIA OCCUPATIONAL DISEASE LAW

The State Industrial Commission of Virginia has reported 135 cases covered by the new occupational disease law during the first 3 months of operation. The law, effective July 1, 1944, brought the number of States compensating workers for occupational diseases up to 28. The schedule of diseases covered is broad and provides for diseases contracted since the effective date of the law.

Included in the 135 compensated cases were 62 of dermatitis, 31 cases of infection or inflammation, and 15 cases of conjunctivitis. There were also 7 cases of poisoning. Only one case of radium disability and one of silicosis were handled.

## LABOR-MANAGEMENT SAFETY PROGRAM IN WEST COAST LUMBERING

Early in 1945 organized labor and employers of the West Coast lumbering establishments embarked upon a joint safety program designed to bring the industry's accident record down from the highest in the country to one of the lowest. Immediate goal is a 50 percent reduction in the 1944 injury total.

### Broad Program Planned

The program, which was formulated during several months of joint consideration by representatives of the operators and the International Woodworkers of America (CIO), provides for united action on a broad front, and enlists the active participation of the Oregon Industrial Commission and the Washington Department of Labor and Industries. The major activities outlined under the program are education, inspection, and investigation.

The educational program calls for widespread safety education through all media, and provides for training of supervisors by management, and of employees by both management and unions - the latter's activity being confined to its members. The industrial safety divisions of the Washington and Oregon State governments are to provide necessary statistical information and otherwise cooperate in the educational program.

Accident investigation and inspection are to be undertaken by labor-management safety committees established under the plan. These committees shall be composed of an equal number of representatives of plant management and the union, with departmental committees of similar make-up on large operations. The committees will meet once a month. Accident investigations are to follow the "agenda" provided by the form issued by the Accident Prevention Division of the Oregon Industrial Accident Commission. The official inspection form is to be the "self-inspection" form developed by E. H. Crosby of the Columbia Basin Loggers, a graduate of the ESMWT Safety Training Course.

### Plan Incorporated in WLB Directive

The final plan agreed upon by management and the union was officially incorporated in a directive of the West Coast Lumber Commission of the War Labor Board, and is the immediate result of an earlier directive issued by the Commission in connection with a dispute between the operators and the union. Early attempts at negotiation of the safety question were fruitless, and final results awaited the establishment of a safety sub-committee to the general negotiating committee. Co-chairman



of this subcommittee for the operators was Otto R. Hartwig of Crown Zellerbach Corporation, and Oregon chairman of the NCCMPWI. Co-chairman for labor was B. A. Green, attorney for the International Woodworkers of America.

#### Late Union Leader Active in Drive for Plan

Much of the credit for the final plan is due to the unremitting efforts of the late Worth Lowry, president of IWA. Under his leadership the matter of safety was made an issue under the controversy brought before the West Coast Lumber Commission, and the union publication The International Woodworker, has continually featured editorials, reports, and photographs emphasizing the need for safety and stressing the joint interest of management and labor.

#### SOUTH AMERICANS STUDY U. S. SAFETY PRACTICES

Blueprints of machine guards, catalogs of personal safety equipment, labor-saving machinery, inspection forms, safety standards...all these have been of particular interest to visiting South American labor officials studying under the direction of the United States Department of Labor. Until the war, most of the material of this type came into South America from Germany, but now they are turning to their neighbor to the north...and finding much of value.

Another point of interest is the method used by inspectors in one State visited to obtain compliance with safety laws and regulations. Instead of merely making an inspection and requiring that changes be made to bring the plant up to standard, the inspectors gave technical advice and suggestions in such a way as to enlist the interest of management in safety as a means toward better production and improved working conditions.

The South Americans also visited the American Standards Association, where staff members found them particularly interested in existing variations in State requirements for machine guarding, and the effect upon manufacturers' guarding policies. As a result of the variations, manufacturers list the safeguards as additional equipment, and the purchaser, when not legally required to provide guards, often fails to pay the additional amount to obtain them. In order to prevent such purchases in South American countries, and for the purpose of providing guides by which purchasers in these countries could judge the value of the various machines and safeguards, the visiting delegates suggested the usefulness of international standards of machine guarding.



### 1944 SAFEST YEAR IN HISTORY OF MINING

Fewer workers killed in mines for each million tons of coal produced than ever before in the history of the country...this was the record achieved in 1944 despite such prevalent wartime conditions as loss of skilled workers, a higher proportion of older men, less and older equipment, and increased tonnage. The death rate was 1.91 per million tons produced as compared with the 1943 figure of 2.26. This reduction resulted in the saving of 164 lives.

Secretary of the Interior Harold L. Ickes attributes the improved safety performance of the industry to the widespread interest and cooperation on the part of operating companies, employees, and mine workers' organizations, as well as the extensive safety programs of the various State mining departments and the Federal Bureau of Mines. Since the Federal coal-mine inspection program began in 1942, 4,700 inspections and re-inspections have been made by Federal inspectors. They have met with cooperation and many mining companies have set up well-organized accident prevention programs.

In Pennsylvania mines the decrease in accidents has resulted in a substantial reduction in compensation insurance rates which, according to the Coal Mine Section of the Pennsylvania Compensation Rating Inspection Bureau, are 35 percent lower than in July, 1939.

### LUMBERING SUBJECT OF TWO NEW SAFETY TRAINING FILMS

TIMBER and SAWMILL SAFETY cover, in visual form, two phases of the lumbering industry and their safety problems. For use in instructing workers...these new sound slidefilms are practical and to the point. TIMBER...offers safety suggestions for men who work in the woods...covers accidents caused by falls, "widow-makers," axes and saws, lines and gear, cats and trucks, rolling logs, and so forth. SAWMILL SAFETY...shows how the mistakes, most of them simple, that cause the majority of accidents in sawmills can be avoided. A manual, included with each film, contains suggestions for teaching and for conducting safety meetings based on the films.

The films are based on pictures taken at lumbering camps throughout the country, to depict conditions accurately. They have been approved by management and labor leaders of the industry. Information concerning the films may be obtained by writing to the Film Service Bureau, National Safety Council, 20 North Wacker Drive, Chicago 6, Illinois.

### STATE ACCIDENT STATISTICS

Illinois - October, 1944. During the month of October 5,040 injuries were reported under the Illinois workmen's compensation law, including 36 fatalities. This represented a 64 percent increase over the number of accidents reported during the preceding month. Handling objects was the largest single source of injuries, accounting for slightly more than 26 percent. Nine, or one-quarter, of the deaths resulted from vehicle accidents,

Tennessee - 1944. Accidents reported under the Tennessee workmen's compensation law during 1944 resulted in death to 147 workers and injury to 15,054 others, according to a release issued by State Labor Commissioner S. E. Bryant. The chief causes of death were falls - 21, falling objects - 20, motor vehicles - 16, electrocution - 11, and burns and scalds - 11.

Virginia - 1944. There were 157,721 accidental injuries and 298 occupational disease cases reported by the Virginia Industrial Commission during 1944. The accidental injuries included 209 fatalities.

The 1944 record was 39.3 percent below that for 1942, the highest year in the Commission's history, but was still 114.4 percent above the figure for 1939 which was the highest year before the present war.

Only 22,654 of the reported injuries and diseases resulted in time lost beyond the day of injury, and 11,788 resulted in disability of more than 7 days. Compensation and medical costs during the year amounted to some \$2,900,000 and the Commission estimated the over-all cost of 1944 injuries to employers and workers at about \$14,800,000.

### SAFE WORKERS LAUNCH "SAFETY SHIP"

The workers of the Moore Dry Dock Company, Oakland, California, recently set a record for safety and speed by launching the S. S. Wild Wave, a C-2...which is a 14,000 ton cargo vessel, in 50 days without a single lost-time accident. The "safety ship" campaign aroused and held the interest of the workers in such a way as to make this achievement possible. With 183,000 man-hours worked, the S. S. Wild Wave holds the record for the first C-2 launched without a lost-time accident.

The ground work of management lies back of this achievement, with a great deal of the credit going to Wallace Terry, Director of Safety and also Special Agent for the NCCMPWI. It takes the cooperation of management, workers, and the safety department to pay off in safety dividends.



### ALABAMA COTTON MILLS ARE SAFER

A decrease of more than 45 percent in average frequency has been achieved during the past  $3\frac{1}{2}$  years through "The Alabama State-Wide Textile Safety Contest." Thirty-two plants have taken part in the contest, and the fact that the over-all picture has improved each year is evidence of the effectiveness of the program. The State Department of Industrial Relations has sponsored the contest, with the cooperation of the Alabama Cotton Manufacturing Association. The average frequency for each year has been as follows: 1941 - 13.33, 1942 - 9.59, 1943 - 8.78, and 1944 - 7.30.

### OKLAHOMA LABOR PAPER DECRIES SMALL LABOR DEPARTMENT APPROPRIATION

Basing its complaint mainly on restricted safety work, the Oklahoma Labor News of January 15 has registered its opposition to the failure of State budget authorities to grant an increased appropriation to the labor department for the coming biennium.

"Although industrial employment is at its highest point in state history, more inexperienced workers on risky jobs than ever before, and accident totals higher and higher, the budget makers have again reduced the amount of appropriations requested for the State Department of Labor," states the article.

"The only bright spot in the entire appropriations bill is the extra allowance of some \$7,225 for mine inspection next year - but this is offset by a proposed cut the following year to a figure even less than is now allowed.

"If the appropriations bill is passed without change, the state will spend more than five times as much for maintaining the state capitol building and grounds than it will allow for the protection of life and limb of Oklahoma's thousands of industrial workers. The state industrial commission will get \$12,500 more annually, to take care of the business of workers who get crippled and killed, than the labor department is allowed to protect unfortunate workers from further accidents;

"Unless and until the State Department of Labor is given an allowance consistent with the importance of the service it performs, workers will continue to stumble along with stubs of fingers and stumps of legs, with blinded eyes, and with lungs burned out with gases and dust."



### PAPER PLANT PROVES IT CAN BE DONE

The Pioneer Division of the Flintkote Company recently won first prize in a national contest for safety in the paper industry. In spite of the over-all high frequency in this industry, the accident rate in the Pioneer Division was 1.83 for the year of 1944. Two hundred firms throughout the Nation were competing for this award.

Ernest Dutcher, safety engineer for the Pioneer Division of Flintkote and special agent for the National Committee, explains the method used in attaining their safety record as one of creating interest in safety among all employees. An inter-plant contest is carried on - a "white elephant" being presented to the department with the worst record. A monthly house organ carries safety stories, and features histories and pictures of employees with outstanding records of long service without accident.

Safety is also emphasized on the bulletin boards throughout the plant, posters being changed daily. Each new employee is thoroughly indoctrinated in safety. He is placed in his job according to his physical abilities and instructed by the safety engineer and superintendent in safe practice.

### FORTY PERCENT REDUCTION AWARDS

The results of the Secretary's Drive for a Million Fewer Accidents are beginning to be evidenced in the number of plants that have been awarded Certificates of Achievement for reducing injuries 40 percent during the last 6 months of 1944.

During the period from January 1 to date of issue 103 plants have been approved for certificates. A large percentage of these achieved reductions far beyond the 40 percent stipulation. Fifty-four plants decreased their injuries by 60 percent or more...40 achieving a reduction of from 60-79 percent, 8 achieving a reduction of from 80-99 percent, and 6 succeeding in pulling their rate down to the zero mark - thereby achieving a 100 percent reduction.

Union participation was reported in 20 of the 103 plants...nearly one-fourth of the total. Here is a list of plants receiving awards to date:

#### Alabama

Sloss-Sheffield Steel & Iron Company, Birmingham	
LaGrange No. 1 Brown Ore Mine	100%
City Furnace	62%
Russellville #5, #12, Brown Ore Mine	100%

Alabama (Continued)

Virginia Bridge Co., Birmingham 46%  
Local 1015, United Steel Workers of America

California

Douglas Aircraft Co., Long Beach Plant, Long Beach 48%  
Food Machinery Corp., Anderson-Barngrover Div.,  
San Jose 55%  
Pacific Naval Air Bases (Contractors), Port Hueneme 45.7%  
Longshore Operations - 46.0%  
Maintenance-Construction Dept. - 56.4%  
Yard Operations - 45.7%  
Paraffine Companies, Inc., Emeryville  
Floor Covering Factory, Oakland 63%  
Printing Specialties & Paper Converters Local 382, AFL  
Paint & Varnish Factory, Oakland 53%  
Paint Makers Union, Local 1101, AFL  
Plant Rubber & Asbestos Works, Oakland 61%  
Warehousemen's Union, Local 1-6 I.L.W.U.  
Roofing Factory, Oakland 49%  
Warehousemen's Union Local 1-6 I.L.W.U.  
Felt Mill Factory, Oakland 73%  
Warehousemen's Union, Local 1-6 I.L.W.U.  
Permanente Metals Corp., Natividad Plant, Permanente 100%

Connecticut

Ashland Corp., Jewett City 81%  
Benrus Watch Company, Waterbury 73%  
Waterbury Brass Workers Union, Local #251, Union of  
Mine, Mill & Smelter Workers, CIO  
Billings & Spencer Company, Hartford 61%  
Casco Products Corp., Bridgeport 79%  
Geometric Tool Company, New Haven 84%  
Handy & Harman, Bridgeport 50%  
Landers Frary & Clark, New Britain 61%  
Maguire Industries Inc., Auto-Ordnance Div.,  
Bridgeport 81%  
United Electrical, Radio & Machine Workers, Local 225  
Snow-Nabstedt Gear Corp. Hamden 66%  
Torrington Company, Excelsior Plant, Torrington 50%  
Underwood Elliott Fisher Co., Bridgeport Works,  
Bridgeport 64%  
Union Hardware Company, Torrington 56%  
Wiremold Company, Hartford 42%  
International Brotherhood of Electrical Workers,  
Local B-1040, AFL

Illinois

Douglas Aircraft Co., Inc., Chicago Plant, Park Ridge	67%
United Automobile Workers-CIO, Local 201	
International Brotherhood of Electrical Workers-AFL, Local B-134	
United Association of Journeymen, Plumbers & Steamfitters of the U. S. & Canada-AFL, Local 597	
Carpenters' District Council of Chicago-AFL	
General Teamsters, Chauffeurs & Helpers Union of Maywood & Vicinity, Local 782, I.B. of T.C.W. & H. of A.-AFL	
Fansteel Metallurgical Corp., North Chicago	42%
National Sewing Machine Co., Belvidere	49%
R. G. LeTourneau, Inc., Peoria	72%

Iowa

Solar Aircraft Company, Des Moines	40%
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Kansas

Aero Parts Manufacturing Company, Wichita	74%
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Kentucky

Clayton & Lambert Mfg. Co., Ashland Ordnance Div., Ashland	66%
Tube Turns, Inc., Plant No. 1, Louisville	73.5%

Maine

Charles Cushman Company, Auburn	74%
Edwards Manufacturing Company, Augusta	52%

Massachusetts

Acushnet Process Company, Plant B, New Bedford	64%
American Bosch Corp., Springfield	72%
American Fireworks Co. of Massachusetts, Randolph	72%
Bay State Abrasive Products Co., Westboro	40%
Bird & Son, Inc., East Walpole	62%
L. I. U. 1330 - CIO	
Blanchard Machine Company, Cambridge	80%
Boston Gear Works, Inc., North Quincy	47%
Eaton Paper Corp., Pittsfield	100%
Eaton Paper Corp. Plant Council	
Hercules Powder Company, Mansfield	71%
Holtzer-Cabot, Boston	40%
Lapointe Machine Tool Company, Hudson	58%
Plymouth Cordage Company, North Plymouth	63%
Procter & Gamble Mfg. Company, Quincy	65%
Pro-phy-lac-tic Brush Company, Florence	64%
Quincy Adams Yacht Yard, Inc., Quincy	46%
Rockwood Sprinkler Company, Worcester	82%



Massachusetts (Continued)

Socony-Vacuum Oil Company, Inc., East Boston	64%
Stetson Shoe Co., Inc., South Weymouth	44%
Stevens Paper Mills, Inc., Westfield	46%
B. F. Sturtevant Company, Hyde Park	49%
Sylvania Electric Products, Inc., Incandescent Lamp, Salem	67%
Universal Boring Machine Company, Hudson	43%
Warren Steam Pump Company, Inc., Warren	85%
Whittemore Service Command Base Shop, Ayer	63%

Michigan

Buchanan Plant, Clark Equipment Company, Buchanan	71%
Kelsey Hayes Wheel Company, Detroit	53%

Minnesota

Minneapolis-Moline Power Implement Co., Special Ordnance Plant, Minneapolis	67%
United Electrical, Radio & Machine Workers of America, CIO, Local No. 1146	

Nebraska

American Smelting & Refining Co., Omaha Plant, Omaha	100%
Elastic Stop Nut Corp. of America - Lincoln Plant, Lincoln	82%
Cornhusker Lodge No. 1604 of the International Associ- ation of Machinists	
Fairmont Creamery Company, Omaha	60%

New Hampshire

American Woolen Co., Mascoma Mills, Lebanon	66%
Brown Company, Berlin	48%
United Mine Workers of America, Dist. 50, Local 12175	
Brotherhood of Locomotive Firemen & Enginemen	
Brotherhood of Railroad Trainmen	
Brotherhood of Maintenance of Way Employees, AFL	
Franklin Mills, Franklin	57%
Improved Paper Machinery Corp., Nashua	62%
Spaulding Fibre Co., Inc., North Rochester & Milton	59%

New Jersey

Clark Thread Company, Newark	100%
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North Carolina

Chatham Manufacturing Company, Elkin	47%
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Ohio

Delco Products Div., Plant C., General Motors Corp., Norwood	74%
Herbrand Corporation, Fremont	43%

Ohio (Continued)

National Smelting Co., Magnesium Div., Cleveland	65%
Local 735, Natl. Smelting Branch, Internatl. Union of Mine, Mill & Smelter Workers, CIO	
National Smelting Co., Aluminum Div., Cleveland	49%
Local 735, Natl. Smelting Branch, Internatl. Union of Mine, Mill & Smelter Workers, CIO	
Waco Aircraft Company, Troy	46%
Westinghouse Electric & Mfg. Co., Lima	66%
United Electrical Radio & Machine Workers of America Local 724	

Pennsylvania

Air Material Center, Navy Yard, Philadelphia	73%
Abrasive Company, Div. of of Simonds Saw & Steel Co., Philadelphia	43%
Philip Carey Manufacturing Co., Plymouth Meeting	56%
Delta Finishing Company, Philadelphia	59%
Fibre & Corrugated Div. of the Container Corp. of America, Philadelphia	69%
Internatl. Brotherhood of Paper, Sulphite & Paper Mill Workers Local #392	
Kellett Aircraft Corp., Philadelphia	59.5%
E. J. Lavino & Company, Plymouth Meeting	71%
Magnetic Windings Company, Easton	59%
United Electrical, Radio & Mach. Workers, Local 112	
Precision Grinding Wheel Co., Inc., Philadelphia	43%
Local 12241, United Mine Workers of America, District 50	
Roessler Machine Company, Inc., Philadelphia	52%
Frank Snedaker & Co., Inc., Philadelphia	40%
John B. Stetson Co., Philadelphia	69%
Westinghouse Electric & Mfg. Co., Merchant Marine Div., Lester	52%
Alan Wood Steel Company, Conshohocken	48%
John Wood Manufacturing Co., Conshohocken	75%

Rhode Island

Acme Finishing Co., Pawtucket	46%
Anaconda Wire & Cable Company, Pawtucket	41%
Berkshire Fine Spinning Associates, Inc., Coventry Division, Anthony	44%
United States Rubber Co., Bristol Plant, Bristol	67%

South Carolina

West Virginia Pulp & Paper Co., Charleston	40.7%
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Vermont

Fellows Gear Shaper Company, Springfield	46%
National Carbon Co., Inc., Krene Products Div., North Bennington	46%

West Virginia

General Chemical Defense Corp., Point Pleasant	87%
Marietta Manufacturing Company, Point Pleasant	55%

### ANOTHER WELDING HAZARD

A welder, when finishing a seam on a tank, raised his hood and started chipping off the surplus slag. A chip flew up and hit him in the corner of his eye. Though he had protected his eyes from arc-flash, he exposed them to injury without a thought in the next minute.

When doing this type of work, a welder should either wear chippers goggles under his hood or put them on before starting the chipping operation.

### LABELS ARE MEANT TO BE READ

Two badly burned and injured workmen...and all because no one took the trouble and time to read the labels on a new kind of paint being used. Fumes from the paint were ignited by the torch of a nearby welder and caused an explosion. All flammable products, put out by reputable manufacturers, are plainly marked with warnings. In this case a red label was attached to each can, which clearly read "Fumes Highly Flammable - Keep Away from Flames !"

The responsibility for proper use of materials should rest with supervision. In this case the two operations which "didn't mix" should not have been going on at the same time. Arrangements of this kind rest in the hands of the supervisors.

### CARPENTER LOSES EYE

A carpenter, building a scaffold, struck the nail he was driving a glancing blow, causing it to fly back. The nail struck him in the eye, causing total loss of vision therein.

Driving a nail is such an ordinary everyday occurrence that its danger might easily be overlooked. If this worker had been wearing impact-resisting goggles, protection against the nail or any other flying particles would have been assured. A similar case reported by the New York Port of Embarkation last year had a different ending because the carpenter was wearing eye protection.



February 15, 1945

SUMMARIES

## LURE OF THE UNKNOWN PROVES TOO STRONG

Both hands was the price paid by a worker for yielding to his curiosity about a new machine. Instead of asking someone for instructions, he attempted to operate a power paper cutter "on his own." Coupled with his ignorance of the machine and the fact that the two-hand tripping device had been tied back and rendered inoperative, his violation of safety rules had very sad consequences.

Supervision cannot place too much emphasis on workers knowing how to operate machines safely. A safety-conscious operator would never have thrown the switch until he knew the proper and safe method to follow...and had checked the machine to be sure it was in condition for use.

Lax supervision is also indicated by the fact that the tripping device was tied back. It is just such oversights on the part of supervision that cause many accidents.

## PROTECTION AGAINST MAGNESIUM DUST EXPLOSIONS

As an industrial hazard, magnesium dust has gained importance during the years of wartime production. Magnesium powder is used in flares, signal, tracer, and incendiary munitions, and also in powder metallurgy. Due to the comparative recency of its extensive use, there has been little material published on the existence and control of hazards incident to magnesium production. However, in 1941 the Dow Chemical Company published a bulletin on the Control and Elimination of Magnesium Fire Hazards, and since that time there have been various laboratory tests made by the U. S. Bureau of Mines.

Using this material and all other available at this time, the Dust Explosion Hazards Committee of the National Fire Protection Association, organized as a sectional committee of the American Standards Association, has prepared recommendations which are incorporated in a new American Standard Safety Code for Explosion and Fire Protection in Plants Producing or Handling Magnesium Powder or Dust.

The code contains two parts, the first of which deals chiefly with the making, handling, and storage of magnesium powder, and safety precautions to prevent fires and explosions. There is a special section on fire protection for magnesium powder plants. The second part of the code contains recommendations regarding the hazards of grinding, buffing, and other dust-producing operations in connection with the handling of magnesium or magnesium alloys.

The code represents the consensus of a number of manufacturers and users of magnesium as well as fire protection authorities. It was adopted by the National Fire Protection Association and reviewed by the Safety and Security Branch of the Office of the Chief of Ordnance of the War Department before adoption by the American Standards Association.

## ASA REPORTS PROGRESS ON SAFETY CODES

### Safety Color Code for Marking Physical Hazards

A draft of the proposed standard was considered by the War Committee at a meeting in January. The draft, as approved by the committee, will be submitted to a wide group for comment and criticism.

Safety Code for the Industrial Use of X-Rays

A draft of the first section of a proposed American War Standard for the protection of personnel working with or near industrial X-ray equipment has been sent out to a canvass of a large group of individuals and organizations concerned. This first section deals with equipment which has already been installed, and the committee is making every effort to complete it quickly in order that it can be of as much help as possible immediately. Other sections concerning the installation of new equipment and the re-location of present equipment will be considered by the War Committee as soon as the first section has been completed. - Industrial Standardization

NEW ADVISORY STANDARDS AVAILABLE

The United States Department of Labor, through its Children's Bureau, has now available additional advisory standards for the employment of 16 and 17 year old workers in industry. The three industries most recently covered in these standards are the pulp and paper industry, the textile industry, and the railroad industry. For copies of these write to the Children's Bureau, Department of Labor, Washington 25, D. C.



## TWENTY-HOUR FOREMEN'S TRAINING COURSE COMMENDED

James R. Moore, Vice President of the Moore Dry Dock Company, Oakland, California, has paid particular tribute to the joint service rendered his company through the National Committee and the State Department of Education. Referring to the supervisor's training course presented through this service he stated: "...as a result of this training for supervisors and a revamped committee organization designed to affix full responsibility with supervisor, the plant accident frequency of 26 prevailing throughout the year 1943 has been gradually reduced to an all-time low of 16 during the month of November."

## WANTED...

...stories from Special Agents on assistance rendered to war plants. Our stock of "success stories" for the National Committee section is running low. Such accounts not only indicate the benefits to war industry of the National Committee program, they serve as inspiration to other agents. Wherever possible the account of successful service should include the details of any unusual portion of the program used, in order that the techniques developed may be passed on through Special Agents to other plants engaged in war production.

## PAPER AND PULP INDUSTRY DRIVE

According to accident frequency rates published by the Department of Labor, the paper and pulp industry drive seems to have been effective in the reducing of injuries during the first 2 months of the campaign. The figures speak for themselves.

1943 .....	28.4
First 6 months of 1944.....	29.6
July, August, Sept. 1944.....	29.8
October 1944 .....	24.7
November 1944.....	26.1

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SUMMARIES

Alabama mills held the lowest accident frequency rate for November - 4.8 lost-time injuries per million hours worked. South Carolina followed with 5.8 and, as this was an 80 per cent decrease from the former 1943 figure of 28.3, deserves special credit for its achievement.

#### NEW SPECIAL AGENTS

The following newcomers to the National Committee have been issued Special Agent's credentials:

Eugene LaSalle Gadau of Spokane, Washington, Director of the Inland Empire Safety Council.

H. Leigh Greene of Quincy, Illinois, who is the Safety Director for the Gardner-Denver Company of Quincy.

Harry C. Johnson, now the Safety Engineer for J. I. Case, Racine, Wisconsin, has served as a Special Agent of the Committee before - from September 1942 to July 1943. He resigned upon going into army work but now that he is back with private industry has rejoined the ranks of the Committee.

Robert C. Miller, Jr., of Staten Island, New York, Safety Engineer for Bethlehem Steel Company at Staten Island.

Ralph A. Mills, Safety Supervisor of the Rohr Aircraft Corporation at Fresno, California.

Emil Paul Schnepel of Forth Wayne, Indiana, who is Safety Director for the Aviation Division of Studebaker Corporation.

Charlie Emott Taussig, Assistant Safety Engineer of Pollock Stockton Shipbuilding Co., Stockton, California.

Vernon E. Snyder, Supervisor of Safety of the Kankakee Ordnance Works of the U. S. Rubber Company at Joliet, Illinois.

#### HONOR ROLL

Since the January 15 issue of Industrial Safety Summaries the following dollar-a-year men have been recommended and approved for presentation of merit bars and certificates in recognition of their outstanding service with the National Committee.

#### REGION VI

Illinois - Special Agents J. Fred Berry, Harold L. Caudle, Charles L. Cook, Edward R. Gbur, Charles N. Lammers, Matthew R. Leahy, Paul N. Lundquist, William L. Marsailles, Raymond J. O'Leary, Grant F. Shay, Robert Williams.

Indiana - Special Agent Henry B. Day.

#### REGION VII

Louisiana - Special Agents Andrew M. Smith and Stanley E. Stumpf.







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# Industrial Safety Summaries



MARCH 15, 1945

U.S. DEPARTMENT OF LABOR  
DIVISION OF LABOR STANDARDS





March 15, 1945

MAY 3 1945

I.L.O. SAFETY COMMITTEE CONSIDERS PROPOSED CODE;  
RECOMMENDS ADDITIONAL SAFETY ACTIVITIES

The London meeting of the International Labor Organization's Safety Committee adjourned on February 21 after completing about half of its work on the draft code for safety in factories, and making several recommendations to the Organization's Governing Council concerning additional safety activities for the group.

The London meeting was attended by representatives of the United States, England, Norway, France, Holland, and Switzerland. Representing the United States were Roland P. Blake, Senior Safety Engineer of the Division of Labor Standards, United States Department of Labor, and Cyril Ainsworth, Assistant Secretary of the American Standards Association. Sven Kjaer, retired chief of the Bureau of Labor Statistics' Industrial Accident Statistics Section, attended in his capacity as safety consultant to the organization and framer of the draft safety code.

The committee will reconvene in Montreal later this year, at which time it is expected that several additional countries, including Canada of course, will be represented.

Additional Codes Suggested

At the suggestion of the United States' delegation the committee recommended to the Governing Council consideration of codes on Welding, Lighting, and Walkway Surfaces. In connection with the latter the committee passed a resolution urging that current work on the proposed American standard on walkway surfaces be speeded. This code, sponsored by the National Bureau of Standards, National Safety Council, and United States Department of Labor, is now under consideration by the American Standards Association and is awaiting further research to supplement the investigations made by the Bureau of Standards and the Department of Labor in connection with a study for the Federal Interdepartmental Safety Council.

"Built-in" Guarding Discussed

The committee also considered at length the advisability of international standards for the guarding of machinery at the point of manufacture - built-in guarding. While no definite proposal to the Governing Council was made, the matter having been laid on the table for further consideration at the forthcoming meeting, it became apparent that a number of the

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delegates are prepared to recommend to their respective countries that standards of guarding be established to prohibit import of unguarded machinery. In the light of such proposals it is imperative that some sort of international standard be agreed upon in the near future to forestall the confusion possible in a number of widely varying requirements. One possibility for immediate action was suggested in the form of seal of approval issued by a research and testing organization, somewhat like the Underwriters' Laboratory seal on electrical appliances, which would have general international acceptance.

The committee also considered the advisability of developing international standards of safe work practices, but this matter, too, was laid on the table for consideration at the ensuing meeting.

## NEWS ... BUT NOT NEW

Special Agents of the Department's National Committee, in going into many small and medium-sized plants throughout the country have found that proper methods of machine guarding are evidently news to many of them. But that there is nothing new to this phase of safety, is evidenced by the following facts, which were presented at the 1944 convention of the Industrial Accident Prevention Associations of Ontario, by Associations' President W. H. Munro.

In the 1844 amendment to the Factory Act of 1833, appears one of the first, if not the first, industrial safety law in the English language.

"Section XX - And be it enacted that no child or young person shall be allowed to clean any part of the mill gearing in a factory, while the same is in motion for the purpose of propelling any part of the manufacturing machinery; and no child or young person shall be allowed to work between the fixed and transversing part of any self-acting machine while the latter is in motion by the action of the steam engine, water wheel, or other mechanical power.

"Section XXI - And be it enacted that every flywheel directly connected with the steam engine, or water wheel, or other mechanical power, whether in the engine house or not, and every part of a steam engine or water wheel, and every hoist or teagle near to which children or young persons are liable to pass or be employed, and all parts of the mill gearing in a factory shall be securely fenced; and every wheel



race not otherwise secured shall be fenced close to the edge of the wheel race; and the said protection to every part shall not be removed while the parts required to be fenced are in motion by the action of the steam engine, water wheel, or other mechanical power for any manufacturing process."

The law provided, also, for the enforcement of these safeguarding requirements, and provided penalties for noncompliance. Inspectors were directed to serve notice of noncompliance on the operator or his agent, the latter to sign a duplicate copy as evidence of its receipt. The fines for noncompliance ranged from 5 to 20 pounds before receipt of notice to 10 to 100 pounds after receipt.

Thus for over 100 years we have had in the English language specifications for machine guarding which might still serve as a model to many plants and to many regulatory agencies today.

#### WLB PLACES ADDITIONAL PREMIUM ON SAFETY

A recent order of the War Labor Board has placed an additional premium upon proper ventilation in welding and spray painting in enclosed places. According to the WLB directive, employees of a Chicago shipbuilding firm doing galvanized burning and welding in confined and ill-ventilated places shall be paid time and one-half of their hourly base rate when these working conditions are not corrected by "special equipment or otherwise." Spray painters working under similar conditions are to be paid time and one-quarter their hourly base rate.

#### SEQUEL TO "SAFETY SHIP" STORY

"Industrial Safety Summaries" carried an account last month of the launching of the S. S. Wild Wave by the Moore Dry Dock Company without a single lost-time injury. There's a sequel to this story that more than doubles the good record already achieved.

The same Building Slip launched two ships consecutively without accident and worked 35 days on two other vessels before sustaining a lost-time injury. This resulted in approximately 543,000 man-hours...over a 5-month period...without a single lost-time accident.



### RECENT OUTSTANDING SAFETY RECORDS

The following instances of outstanding safety performance have recently come to the attention of "Industrial Safety Summaries." They are published in the hope that they may serve as inspiration and guides to other establishments in safeguarding their manpower and their production. Other examples will be published from time to time as they are received.

Climax Molybdenum Company. The largest miner and miller of molybdenum in the world, this company, located at Climax, Colorado, has consistently worked for safer operations. With 527 men on its production rolls in 1944, it turned in a frequency of 12.08 for the year. While this was slightly higher than the rate of 11.78 for the preceding year, the accident experience expressed in tons of ore mined and milled improved from one accident per 164,050 tons in 1943 to one per 170,075 tons in 1944. The company also experienced a marked reduction in severity during 1944.

Consolidated Vultee Aircraft Corp., Louisville Division. By working 3,637,549 man-hours - 274 consecutive days - without a lost-time injury, this establishment has hung up a new safety record for the aircraft industry. At the time the long sequence of accident-free performance was broken on the first shift, the swing-shift had hung up its 331st injury-less day, while the graveyard shift, which is a skeleton crew, has never been charged with a lost-time accident. The division's frequency for 1944 was 1.62.

Pullman Company - Buffalo Shop. From April 10, 1943, to March 1, 1945, this establishment worked without a lost-time injury - 22 months, 3,580,509 man-hours of production. Safe operations, even long periods of accident-free performance, are nothing new for this shop, which has an 18-year frequency of 1.58. And for 5 of the 18 years the accident sheet was clean.

### SMALL PLANT ILLUSTRATES SAFETY BENEFITS

The story of a plant with 134 employees that has been awarded the Certificate of Safety Achievement for its reduction of accidents illustrates the benefits to be received as a result of safer conditions. In 1943 accidents cost \$1,617 and 227 days. An accident reduction of 71 percent in 1944 produced a 78.2 percent reduction in costs and 79.3 percent decrease in days lost. Incidentally, production was doubled.

### SUPERVISION FAILURE AS CAUSE OF ACCIDENTS

The Office of the Chief of Engineers of the Army Service Forces has recently completed a detailed analysis of 17,869 lost-time accidents to determine the extent and relation of supervision failure to the causes of accidents. The findings are summarized under five headings as follows:

1. Supervision failure was indicated as a direct or indirect cause in 73 percent of all accidents.
2. Three out of five accidents occurred when the supervisor was not at the scene directing operations.
3. Failure to enforce safety regulations was indicated in 29 percent of all accidents.
4. Failure to inspect for hazards was a factor in 23 percent of all accidents.
5. One out of five accidents, or 20 percent, involved insufficient instruction.

The supervisor...whether a superintendent, foreman, subforeman, or straw boss...is anyone having authority to direct the activities of a working force. He is in a position to either make or kill any safety program...but of course it must be clear to him what his responsibilities include. In her book "Industrial Ophthalmology" Dr. Hedwig S. Kuhn reports the successful experience of one plant in gaining supervisory cooperation in safety by requiring the foremen to fill out detailed accident report forms in which accident causes are broken down into two major classifications - Physical and Supervisory, the latter replacing the usual "Personal" which seems to attribute the failure to the worker. By placing responsibility for personal failure squarely upon the shoulders of the supervisor, as well as by causing him extra work in filling out the form, the company has placed a premium on preventing accidents, with the list of possible physical and supervisory causes of accidents serving as a good check list of accident hazards.

The study made by the Corps of Engineers also emphasizes the necessity for providing supervisors with data concerning accidents, both general and as specifically applied to his jurisdiction. The study concluded that supervisory personnel failed in their functions due to:

1. Lack of knowledge of, or failure to discharge their



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responsibilities. ..

2. Exercise of questionable judgment in determining when personal supervision of work was required.

3. Failure to give adequate and explicit instruction covering the work to be performed.

### SUPERVISION AND SAFETY

The Peoples Gas, Light, and Coke Company of Chicago has reduced lost-time injuries by more than 60 percent during the last 2 years...from 223 in 1942 to 120 in 1943 and to 81 in 1944. E. S. Beaumont, Director of Safety for the company and State Chairman for the NCCMPWI, attributes this largely to the emphasis given to the safety training and promotion of safety among supervisory personnel. As a part of the safety program a rating plan was developed to cover the major factors in safety performance of supervisors. There are seven main divisions for rating with five subheadings under each, giving 35 points on which to "grade" each supervisor. The rating is done by the next higher in rank.

The seven main divisions for rating are housekeeping, first aid, use of protective equipment, use and care of tools, prevention of damage to property and equipment, safe practices, and planning and execution of job. The subdivisions, of course, differ in each case, but the following illustrates the general pattern:

#### Housekeeping

1. General Arrangement.
2. Cleanliness.
3. Order.
4. Arrangement of Tools and Materials.
5. Disposal of Refuse and Scrap.

The rating plan is supplemented by departmental contests with cash prizes, and by continual contact between the safety department and the supervisors. An effective factor in maintaining this contact has been a small leather case with a note pad filler which has on its cover a calendar for the month with a safety message. Each supervisor has a folder, and a new pad is provided monthly. This system is increasing supervisory awareness of contributing factors in a good safety program, and has improved not only safety but general work performance as well.



### UNIONS EXPRESS INTEREST IN SAFETY TRAINING

"Is This the Payoff?" - a new Labor Standards folder pointing out organized labor's stake in safety and briefly describing the 64-hour safety training course especially designed for union representatives - has uncovered a marked interest among unions in safety training. Within a few weeks after the folder was introduced through State and city labor groups and the labor press, the initial printing of 5,000 copies was exhausted and back orders had piled up for more than 15,000 extra copies.

The 64-hour course is based upon the original 96-hour ESMVT safety training course, from which some 75,000 production supervisors from war plants have already graduated. The briefed version, which contains some additional material on specific activities for labor unions, was developed a year ago after completion of a special course for labor held in Detroit. A limited number of courses have already been completed, and on the basis of the interest exhibited in the descriptive folder a number of other classes should be under way in the near future.

### STATE ACCIDENT STATISTICS

Illinois - November 1944. 4,672 injuries reported to the State Industrial Commission included 29 fatalities. This represents a slight decrease from the preceding month. Handling objects continues to lead as the cause of injury...accounting for 30 percent. Causes of fatalities did not follow the usual pattern, with vehicle accidents leading, since falling objects took first place...accounting for 8 deaths.

Iowa - January 1945. The increase in injuries reported from 624 in December 1944 to 822...31.7 percent...might be due to the fact that a decision has been made to include first-aid cases as well as injuries necessitating the worker's leaving his place of employment. The breakdown by type of industry shows an increase in all except wholesale and retail trade. The fact that the increase was wholly in the temporary category, with the fatalities and permanent-partial disabilities remaining the same, also tends to bear out this conclusion.

Kansas - December 1944. Accidents under the workmen's compensation law totalled 967...a reduction of nearly 11 percent from the November figure. Manufacturing injuries, however, showed a minor increase, and fatalities were up slightly.

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Maine - January 1945. The accidents reported to the State Industrial Accident Commission dropped from 346 in December to 336 in January...the fatalities were reduced from 3 to 1.

Analysis of causes and types of injuries shows an increase in fractures, cuts and lacerations, hernia, and strain. This is probably explained by the increased importance of falls and lifting as sources of injury.

Michigan - January 1945. Compensable injuries totalled 3,428 for the month; 27 of these were fatal, and 173 were permanent disabilities. Manufacturing industries were accountable for two-thirds of the total injuries but only 51 percent of the fatalities. As compared with January 1944, this record shows an increase of 21 percent in the total injuries.

New York - January-June 1944. There were 49,917 compensated accidents during the first half of 1944...of these, 337 were fatal, 47 permanent total, 15,643 permanent-partial, and 33,890 temporary disabilities. The average cost of compensation was \$387 per case. Though 53.3 percent of all accidents were in manufacturing industries, the compensation costs due to these accidents were 46.3 percent of the total figure.

Ohio - 1944. Tentative figures show a total of 284,563 claims filed with the State Industrial Commission for occupational disease and injury. This is a decrease of 43,558 from 1943, and the number of injuries reported in December was the lowest for any month since February 1941.

Fatalities, however, increased from 1,104 in 1943 to 1,131 in 1944. This was due largely, it is believed, to 3 disastrous fires.

Pennsylvania - January 1945... The 127 fatal and 10,504 non-fatal accidents reported to the Bureau of Workmen's Compensation during the month represented an increase of 22.1 percent in fatalities and 13.3 percent in total accidents over the preceding month. 45.8 percent of the accidents were sustained in manufacturing industries..

"Overloading, crowding, poor arranging" was the human factor or unsafe act involved in 5,158 injuries...being responsible for 48.5 percent of all accidents. Under mechanical or material causes "hazardous arrangement, procedure, etc." was responsible for 52.7 percent, or 5,607 accidents. "Defective agencies" followed closely with 4,977 injuries to its "credit"...or 38.4 percent. The most frequent type of accident was that in which the individual was "struck by objects"...accounting for 24.2 percent of the total.



## FORTY PERCENT REDUCTION AWARDS

Since the last issue of "Industrial Safety Summaries," 85 plants have been added to the number approved for Certificates of Achievement...making the total to date 188. Of these 188, more than half have achieved a reduction of 60 percent or more ...23 were 100 percent reductions.

More than 20 percent of the plants have reported participation by labor organizations. The list of plants approved since the February issue is as follows:

<u>Alabama</u>	
Goodyear Decatur Mills, Decatur	43.4%
National Gypsum Company, Mobile	53%
Rheem Mfg. Co., Birmingham Plant, Birmingham	85.9%
<u>California</u>	
California Shipbuilding Corp., Wilmington	60%
Douglas Aircraft Co., Santa Monica	47%
Moore Dry Dock Co., East Yard, Oakland	43.2%
Pollock-Stockton Shipbuilding Co., Stockton	79%
Emergency Rubber Project, U. S. Forest Service, Los Angeles	48%
<u>Colorado</u>	
Central Fibre Products Co., Denver	100%
<u>Connecticut</u>	
Maguire Industries Inc., Cento-Ordinance Div., Bridgeport	81%
United Electrical, Radio & Mechanical Workers, Local 225	
<u>Delaware</u>	
Joseph Bancroft & Sons Co., Wilmington	76%
Bellanca Aircraft Corp., New Castle	42%
Lobdell Co., Wilmington	57%
National Vulcanized Fibre Co., Newark Plant, Wilmington	48%
<u>Georgia</u>	
Brunswick Pulp & Paper Co., Brunswick	69%
Berryton Mills, Berryton	42.4%
White Provision Co., Atlanta	72%
United Packinghouse Workers of America, Local 108	
<u>Illinois</u>	
American Can Co., 79A, Chicago	59%
American Can Co., 70A, Chicago	100%
Vascoloy-Ramet Corp., Waukegan	43%



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SUMMARIES

Illinois (Continued)

Whitcomb Locomotive Co., Rochelle	39.5%
Wyman-Gordon Co., Harvey	69.5%
Zenith Radio Corp., Chicago	68.7%
Employees' Assn. of Zenith Radio	
Belmont Radio Corp., Chicago	100%

Indiana

International Steel Co., Evansville	67%
Lukas-Harold Corp., Indianapolis	55%

Kentucky

Reynolds Metals Co., Plant No. 1, Louisville	59.2%
Reynolds Metals Co., Plant No. 7, Louisville	47.2%

Kansas

Lario Oil & Gas Co., Wichita	100%
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Massachusetts

Chelsea Clock Co., Chelsea	77%
Maloney Packing Co., Boston	100%
Moore Drop Forge Co., Springfield	60%
Federal Labor Union, Local 22,804	
International Brotherhood of Blacksmiths, Drop Forgers and Helpers - AFL, Local 570	
New England Tape Co., Inc., Hudson	86%
Ludlow Mfg. & Sales Co., Ludlow	78%
Newmarket Mfg. Co., Lowell	100%
The F. W. Sickles Co., Chicopee	45%

Michigan

Capac Mfg. Co., Capac	100%
Detroit Sulphite Pulp & Paper Co., Detroit	82.8%
Peter Eckrich & Sons, Kalamazoo	65.5%
The Kawneer Co., Niles	51.7%
U.A.W. - AFL, Local 92	
McAleer Mfg. Co., Rochester	100%
U.A.W. - CIO, West Side Local No. 174	
Muskegon Piston Ring Co., Muskegon Div., Muskegon	55.9%
U.A.W., AFL, Local 485	
Robinson Marine Constr. Co., Benton Harbor	60.9%
Sutherland Paper Co., Kalamazoo	50.1%
Independent Union of Sutherland Paper Co., Inc.	
Westinghouse Elec. & Mfg. Co., U. S. Naval Ordnance Plant, Center Line	50%
U.A.W. - CIO, Local No. 154	

Mississippi

LeTourneau Co. of Georgia, Vicksburg	57%
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Missouri

Monsanto Chemical Co., St. Louis . . . 66.6%  
Chemical Workers Union, Local 21,536

Nebraska

Nebraska Power Co., Omaha 100%  
Metropolitan Utilities District, Mechanical Service  
Department, Omaha 100%  
Metropolitan Utilities District, Gas Plant, Omaha 100%  
Roberts Dairy Co., Lincoln Plant, Omaha 54%

New Hampshire

Johns-Manville Products Corp., Nashua 44%

North Carolina

Marshall Field & Co., Manufacturing Div., Finishing  
Mill, Spray 48%  
Textile Workers' Union of America, Local 385-304  
Marshall Field & Co., Manufacturing Div., Bedspread  
Mill, Leaksville 49%  
Textile Workers' Union of America, Local 294-304  
Marshall Field & Co., Manufacturing Div., Sheeting  
Mill, Draper 50%  
Textile Workers' Union of America, Local 317-304

Ohio

Akron Brass Mfg. Co., Wooster 65.3%  
Molders & Foundry Workers No. 110  
Diamond Alkali Co., Painesville 55.5%  
Local 12,231  
The Faultless Rubber Co., Ashland 72.3%  
United Rubber Workers of America, CIO, Local 196  
Line Material Co., Zanesville 60%  
U.F.R.M.A. - CIO, Local 767  
National Rubber Machinery Co., Akron 45.9%  
United Steel Workers of America, Local 1,182

Pennsylvania

Atlantic Steel Castings Co., Crum Lynne 51%  
D. Goldenberg, Inc., Philadelphia 50%  
Stephen Greene Co., Philadelphia 100%  
James Lees & Sons Co., Bridgeport 44%  
Merion Worsted Mills, West Conshohocken 63%  
Norristown Box Co., Norristown 100%  
Philadelphia Textile Finishers, Inc., Norristown 64%  
Fayette R. Plumb, Inc., Philadelphia 56%  
Jonathan Ring & Co., Philadelphia 100%  
Royersford Foundry & Machine Co., Inc., Royersford 73%  
Warner Co., Gravel Plants, Tullytown 100%

Pennsylvania (Continued)

Westinghouse Elec. & Mfg. Co., Radio Division, Plant 5, Sunbury	100%
United Electrical, Radio & Mach. Workers of America, Local 630	
Universal Dental Co., Philadelphia	77%

Rhode Island

Berkshire Fine Spinning Associates, King Philip D Division, Warren	66.6%
Collins & Aikman Corp., Bristol	49%
Collyer Insulated Wire Co., Pawtucket	49%
Franch Worsted Co., Woonsocket	50%

Tennessee

American Finishing Co., Memphis	100%
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West Virginia

Westvaco Chlorine Products Corp., South Charleston	41.5%
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Wisconsin

The Falk Corp., Milwaukee	45%
S. Heller Elevator Co., Milwaukee	70.5%
Milwaukee Forge & Mach. Co., Milwaukee	80%
Local 3,205, U.S.A. - CIO.	
Le Roi Co., Milwaukee	62%
U.A.W. - CIO, Local 756	
A. J. Lindemann & Hoverson Co., Milwaukee	55%
Local No. 336 - United Automobile Aircraft Agriculture Implement Workers of America, U.A.W. - CIO	

Vermont

Bell Aircraft Corp., Ordnance Div., Burlington	75%
U.A.W. - CIO, Local 999	



### HORSEPLAY NO LAUGHING MATTER

Practical jesters addicted to the use of the air hose in "playing" with their fellow workers may find themselves in serious trouble. A number of instances of injury and death to victims of such horseplay have been recorded, and in the February issue of the O.I.C. MONITOR the arrest and prosecution of one man in connection with such an injury is noted. A warrant is out for a second worker associated with the affair.

The charge made by the wife of the hospitalized victim is assault with intent to kill. The hearing of the case will be in the near future.

A hot foot given a fellow employee, resulting in death from burns suffered when his oil-soaked clothing caught fire, has led to a charge of manslaughter against a worker at the Navy Yard in Philadelphia.

### DEATH...THE WAGES OF NEGLIGENCE

A portable electric drill was the instrument of death to an apprentice electrical fitter. While working on an earthed steel platform he picked up the drill which had been shorted by particles lodged in the drill frame which had bridged the switch terminals. Death was instantaneous.

The primary accident cause in the case was negligence in checking the tool before usage, although a more adequate ground in the drill body would doubtless have prevented the death. Proper supervision of tool-checking to discover defects is important to accident prevention at all times, particularly in the case of electrical power tools.

### POOR HOUSEKEEPING AND IMPROPER WEIGHT-LIFTING CAUSE HERNIA

The fact that a tool box had to be moved to get into the cupboard of the tool crib caused a woman employee to suffer a hernia. Poor housekeeping is clearly indicated since a situation like this was allowed to exist. But had the woman been properly instructed in weight-lifting technique, the injury might have been prevented. Management fell down on both counts. It would have been easy to foresee the possibility of this accident and to have taken preventive measures.

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## WORKER LEARNS VALUE OF SAFETY-CONSCIOUSNESS

A crutcher operator found experience a very hard teacher when he was severely burned through failure to follow a simple safety rule. He was heating a remelt tank in the process of boiling it out. When the steam had been on a few minutes the crust on top of the soap broke and the pressure that had been built up blew the hot liquid out and over the back and arms of the operator.

The simple precaution of cutting a hole in the crust would have provided a safety valve. As usual, safety is just plain common sense put into practice - think first and a lot of suffering can be avoided.

## TWO SIDES TO MACHINE GUARDING

Naturally the operator is the person first thought of in guarding a machine - but there's more to it than that. An instance of injury to a bystander proves this. The back of a drilling machine, which was guarded only at the point of operation, was toward an aisleway. A girl approaching from the rear of the machine leaned forward to take a hammer from the operator and her hair was caught in the unguarded spindle...causing scalp lacerations and a loss of some of her hair.

Hair protection for women employees working with drilling machines is sound, but complete spindle guarding is a simple and sure method of safeguarding both the operator and other workers.

### CHECK-LIST FOR PLANT INSPECTION

As a basis for plant safety inspection, H. P. Heyne, Safety Advisor for the Ohio Industrial Commission's Division of Safety and Hygiene, has made up a list of items to be used as fundamentals. The list follows as it was taken from the February issue of the O.I.C. MONITOR.

1. Housekeeping: Loose material under foot and overhead. Piling material. Projecting objects and projecting nails. Waste and scrap. Oil, water, grease spillage. Condition of tool crib. Condition of tools. Marked aiseways, windows, Cleanliness of electric bulbs and reflectors. Painting.
2. Material Handling Methods: Material handling by hand, and by mechanical methods. Is it done safely? Is mechanical apparatus correct for the job?
3. Adequacy of aisle space and working space: Are aiseways marked and kept clear? Is there sufficient space for the worker at his machine to do his work safely and efficiently? In other words, HE SHOULD NOT BE CROWDED.
4. Guarding of transmission machinery: Proper guarding of belts, pulleys, fly wheels, gears, chains, exposed shafting, set screws, keys ways, couplings, bolts, oiling platforms, safety of ladders used when oiling.
5. Point-of-operating guards: Are guards needed at points of operation? Especially on presses, hammers, shears, roller levelers, and various wood working machines? Are all foot treadles enclosed to prevent premature or accidental tripping?
6. Maintenance: Are machines and equipment maintained in safe working conditions? Does the foreman check this up periodically? Are the maintenance men fully aware of safe practices, and safe condition of equipment?
7. Hand Tools: Are the proper tools used for the job? Are tools kept in proper condition? Are all mushrooms and burrs removed from heads of tools as soon as they appear? Are tools kept sharp? Are hand tools kept free from oil? Are tool handles in safe condition? Are tool handles so inserted to prevent their becoming loose? Does the worker in the tool crib check over hand tools before he issues them for use?
8. Ladders: Are ladders checked over periodically to make sure that rungs and side rails are in good condition? Are ladders equipped with safety bases to prevent their slipping?



Are ladders preserved by applying spar varnish to their surface? (Never paint a ladder, the paint will hide possible defects.) Does the departmental foreman supply "Red danger tags" to ladders, and other similar equipment temporarily out of order? Does the foreman withdraw the ladders or the like from service until repaired?

9. Hand Trucks: Are the wheels, and axles in good condition? Are cotter pins keeping wheels on exles, in good condition? Are handles in good condition? Are there knuckle guards on handles of wheelbarrows? Are power trucks inspected regularly and are they properly maintained?

10. Floors, Platforms, stairs, railings:

Floors: Are the floors in safe condition? Not uneven, slippery. No unguarded floor openings?

Platforms: Are platforms, or overhead walkways provided with standard hand rails 42" high with a midrail halfway between base and top rail? Are toe boards provided? Are platforms in safe condition, no loose boards or floor plates?

Stairs: Are treads in good condition? Is nosing on stairs in good condition: Are risers filled in? Are risers in good condition? Are risers of uniform height? Are hand rails provided on each side of stairs? Is there sufficient light on stairs, and stair landings, and halls?

11. Cranes: There should be regular periodical inspection of overhead cranes. Cables and chains, and limit switches should be checked and tested at the beginning of each working shift.

Crane inspection should include:

Condition of crane cage. Is wiring safe? Is there a safe entrance to crane cage? Are stairs or ladders to crane in safe condition? Is warning bell or gong in working condition?

Controllers: On bridge, trolley, main hoist, auxiliary hoist, controller panel.

Registers: Bridge, trolley, main hoist, auxiliary hoist.

Bridge: Motor, footbrake, shafts and bearings, gear guards, track wheels, fenders, trucks, walkway, hand rails and toe boards; girders, bumpers, rail stops, safety lugs, bridge ends of crane, main collectors.

Main Hoist: Motor, shafts, and bearings, gears and gear guards; sheaves and block, chain or cable, drum, guards; beam, limit switch; mechanical brake, dynamic brake; motor brake; intermediate brake.

Auxiliary Hoist: Motor, shafts and bearings, gears and gear guards; sheaves and block; chain or cable; drum, guards; beam, limit switch; dynamic brake, motor brake.

Trolley: Motor, shafts and bearings, gears and gear guards, truck and wheels, guards, walk, collectors, span wires, safety lugs on trolley frame.

Exposed current-carrying parts: Except conductors connected to circuits above 300 volts to ground. Are they isolated, insulated or guarded? What is the condition?

Exposed parts less than 300 volts should be protected in some suitable way against possible accidental contact.

## 12. Plant railways:

Are engines inspected regularly as to condition of; lights and whistle, bell and ringer; foot boards, and running boards; grab iron and steps; couplers and brakes; safety valves; push poles; sand equipment; tires and flanges; boilers and fire box?

Cars: Grab iron and steps; couplers and brakes; wheels, tires and flanges, car sides; ends and floor; car sills, valves, and connections.

Inspection of tracks: Warning signs, track clearances side and overhead; tell-tales; bumpers, track connections, Are heels of switch points, ends of guide rails and frogs properly blocked? Walks, railings and toe boards on trestles. Are places under tracks which are used as walkways or aisles enclosed overhead?

No material piled along tracks. Is there clearance between tracks and bins and loading platforms and buildings? Where clearance is close, are "Close Clearance" signs erected? Are the signs lighted at night where night shifting is done?

13. Lighting: Is there sufficient light at working areas? Is lighting so arranged to minimize glare and shadow as much as possible? Are light bulbs kept clean? Are proper type of reflectors installed? Are reflectors kept clean? Is there sufficient light in plant yard?

14. Electrical equipment: Is wiring placed in conduit? Are there no exposed electric switches? Are there no hanging or loose wires? Are motors properly grounded? Are extension cords in safe condition? Are portable electric tools grounded? Are electric control and electric panel boards enclosed at each end? Is there a rubber mat in front of panel boards? Do you have a safety rule that only a qualified electrician is to make electric repairs?

15. Elevators: (Freight) Daily inspection of safety devices and gates. Regular periodical inspection of:

Car: Floor, frame, side walls, light; guide shoes, operating cable; tell-tales under car platform entrance side;



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Hoistway: Car travel limit stops; condition of guides; car and counterweight buffers; Are gates in good repair? Do gates operate properly? Does signal system operate at all landings? Are bevel toe boards in place and in good repair? Condition of landing threshold? Is hoistway properly enclosed? Nothing stored in hoistway? Floor immediately below sheaves, at machine beams; Windows in hoistway fitted with vertical metal bars.

Hoisting machinery and cable: Brake; slack cable; limit stops set properly and in working order? Car and counterweight cables; cable attachments; cables lubricated; governor in good working order; operating levers; shifters, valves, etc.

Pit: Condition of bumpers in pit. Is pit kept clear?

Pent House: Floor openings and machinery guarded? Ventilation. Light; wiring and switches enclosed.

16. Eye Protection: Make a study of all operations where the workers eyes may be endangered. Insist that eye protection be provided. Properly fitted goggles for workers. Prescription lenses where required, or cover-all goggles over workers regular glasses.

Helmets for arc welding and the like.

17. Other personal protective equipment: Safety-toe shoes. Respirators for the work at hand. (Proper type) Safety hats. Safety belt and life line. Safe clothing. Proper type gloves for certain types of work. Safety hand leathers. Safety leg-gings; asbestos clothing for certain hot metal jobs. Aprons of the proper type. Rubber gloves, rubber aprons, and rubber boots and eye and face protection when handling acid.

18. Dusts, fumes, gases, vapors: Are contaminated air, gases, and fumes removed from points of generation? Do the exhausts work satisfactorily?

19. Pressure vessels: Is the piping and fittings of proper type for the pressure in the vessel and lines? Are safety valves tested periodically? Are safety valves in working order? Are the vessels of the proper type? Are they correctly maintained?

20. Access to overhead valves: Is there a proper walkway with hand rail to overhead valves? Is there a stationary ladder or stairway at each end of walkway?

21. Exits: Each workroom should have two separate and distinct means of egress placed at opposite ends of the section or building and located as far apart as possible. Doors should swing



outward. Such means of egress should be either an enclosed fireproof stairway running continuously from each floor on which such shop or factory is operated, to the grade line and opening directly to the outside of the building, or a standard fire escape leading from such floors to the grade line, or a door opening directly upon a street, alley or open court.

22. Fire-fighting equipment: Condition of fire hose, fire extinguishers, sand pails, sprinklers, water barrels and buckets, fire doors. Is there sufficient clearance maintained at fire fighting equipment? Do you conduct fire drills? Are fire extinguishers recharged immediately after use?

23. Yards and buildings: Note condition of plant yards, storing and piling of material. Openings in yards guarded? Walkways kept clear? Proper yard lighting?

Buildings: Check over floor loads. Condition of floors. Condition of walls and roof. Windows and the like. Doors.

24. Sanitation: Are toilets and washrooms properly ventilated? Condition of toilets, washrooms, showers, urinals, lockers, drinking fountains, cuspidors; lunch rooms, rest rooms, etc.

25. UNSAFE PRACTICES: Check up for the elimination of unsafe practices among workers.



### NOTES ON WOODWORKING DRIVE

Region I - In addition to the 102 plants listed in Region I by the Washington office - admittedly incomplete - the New England office has located 391 plants to bring their total to 493. A direct mail survey of these is being made to determine those most in need of special agent assistance so that time and effort can be saved. Companies in metropolitan areas have been invited to attend conference meetings for a discussion of the campaign. Two such meetings have already been held...one in the State House at Boston and the other in the State House in Providence. Arrangements have been made in two States for the State inspector to make the first visit in cooperation with the National Committee program.

Region VIII - The cooperation of a number of interested agencies in the San Francisco area was enlisted in a meeting held to introduce the Planing Mill and Wooden Container Industry Drive. Included were the National Wooden Box Association; the Associated Lumber & Box Company; the Pacific Box Company; San Francisco Chamber of Commerce; Industrial Accident Commission; Board of Fire Underwriters; Bay Counties District Council of Carpenters; California State Chamber of Commerce; Millmens Union Local 41, A.F. of L.; Research Department, C.I.O.; National Safety Council; and the American National Red Cross. Similar meetings have been held in Seattle and Portland.

### SAFETY TRAINING PROGRESS IN ALASKA AND PUERTO RICO

P. E. Spitzer, Industrial Safety Representative for Region VIII, reports that safety training classes for Army, Navy and industrial personnel in Alaska are carrying safety techniques to all points in that territory. Mr. Spitzer, who was loaned by the Division of Labor Standards as instructor for the first 96-hour course in Alaska, notes that the training program has already reached representatives from the outermost of the Aleutian Islands - 2,000 miles to the west, the Kenai Peninsula, and the Kediak Islands to the south; Fairbanks in the east, and Nome in the north.

Meanwhile, the program is taking equal effect in the Caribbean area. Colonel Aubrey Bond, Department Safety Officer of the Antilles Department, United States Army, reports from San Juan, Puerto Rico, that all supervisory personnel located in camps, posts, and stations throughout the entire Department have been trained through the 20-hour course. Fifty-seven individual classes have been conducted to date.



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SUMMARIES

## NEW SPECIAL AGENTS

The following newcomers to the National Committee have been issued Special Agent's credentials:

Wilfred J. Desjardin of Niagara Falls is Safety Director for the Kimberly-Clark Corporation located there.

Earl Frederiksen, Safety Engineer for the Metropolitan Utilities District of Omaha, Nebraska.

Michael John Hasto of Cleveland, Ohio, Chief Safety Inspector of the Parker Appliance Company.

James Emmett Kelley is Supervisor of Safety and Plant Protection for Sandusky Foundry and Machine at Sandusky, Ohio.

William H. McDougall of Ashtabula, Ohio, and Supervisor of Safety of the Electro Metallurgical Company.

Charles P. Smith is Safety Engineer of the Laclede Steel Company of Alton, Illinois.









